

Revision Log

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

Rev	Date	Notes
2024.2	7-Nov-2024	Updates on Majuro, Maloelap, Likiep, Wotje, Rongerik, Rongelap, Shipping, and more by sv Sugar Shack, Horizon, and Ari B
2024.1	6-Oct-2024	Complete reorganization of the compendium, updates on formalities, yachtsmen, general services, provisions, restaurants, atolls, and more provided by sv Sugar Shack.
2023.2	07-Nov-2023	A bunch of great info from s/v Iris
2023.1	23-Jun-2023	A bunch of great info from s/v Alice
A.3	15-Feb-2014	Minor updates
A.2	10-Oct-2013	Updates on Majuro, Jaluit, Kwajalein
A.1	10-Sep-2013	Updates on Mili and Maloelap
A.0	12-Aug-2013	Initial version, still very rough at this point!!

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1 Introduction

We started creating compendiums as a way for s/v Soggy Paws and friends to organize notes and internet sources while we were in French Polynesia. Later, it became a way for us to pass on what we've learned to other cruisers for many other countries.

We have since created over 25 compendiums all the way across the Pacific and into SE Asia. Including, Panama, Ecuador, French Polynesia, Cook / Samoa Islands, Tonga, Solomon's, Fiji, Micronesia, Marshall Islands, Hawaii, Philippines, Malaysia, Indonesia, the Indian Ocean, and the Red Sea. Plus, we have received updates from cruisers since 2011 (please send us yours!).

If you haven't found our other 'Compendiums', they are free at www.soggypaws.com/files. There are also links on that page to satellite charts, track files and anchorage waypoints in GPX format (from Soggy Paws).

This is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in information on places that the guides don't cover.

This 'compendium' contains cruiser feedback from personal experiences, some website content, and information from our own experience. Source and date of information are noted.

1.1 Organization of the Guide

This guide is loosely organized from the perspective of a cruiser arriving in Majuro first. Using the most frequently traveled route, the guide will start in Majuro which is in the Ratak Island chain and go **counter clockwise** to the Ralik Island chain.

Marshall Islands has two main island chains: Ratak in the east and Ralik in the west. 97.87% of its territory is water which is the largest proportion of land to water of any sovereign state.

1.1.1 Ratak Island Chain

Starting with Majuro and going counter-clockwise. Mili is south of Majuro, but included near its closest islands.

Majuro	Aur	Wotje	Mejit	Bikar
Arno	Maloelap	Likiep	Taka	Taongi
Mili	Erikub	Ailuk	Utrik	

1.1.2 Ralik Island Chain

Continuing from the Ratak Island Chain and going counter-clockwise. Ebon, Enewetak and Ujelang are south of Majuro.

Rongerik	Ailingnae	Ujae	Namu	Jaluit	Ebon
Rongelap	Wocho	Lae	Jabat	Kili	
Bikini	Kwajalein	Lib	Ailinglaplap	Namorak	

1.2 Overview of the Marshall Islands

1.2.1 Time Zone

The Marshall Islands are on the same general time zone as Fiji (+12). There is no daylight savings time in the Marshall Islands.

1.2.2 Currency

The Marshall Islands uses the U.S. dollar for currency. Credit cards are only accepted at the larger hotels, stores, and restaurants which are only in Majuro.

Currency Exchange: Ask what the exchange rate is BEFORE you try exchange your foreign currency.

Western Union +692.625.4427, located in the Robert Reimers Enterprises (RRE) office opposite the RRE hotel in Uliga. Hours: Mon-Fri” 0830-1730, Sat: 0900-1600.

There is another Western Union at the Island Price Supermarket in Delap.

Conversion rate as of September 2024.

U.S.D.	NZD	AU
\$1.00	\$1.61	\$1.48
\$100.00	\$160.76	\$147.51
\$1,000.00	\$1607.62	\$1475.08

1.2.3 Banks

The Bank of Marshall Islands is located in Uliga, Majuro +692.625.3636 and bankmar@ntmar.net, www.bomi.biz. Hours: Mon-Fri: 0900-1800, Sat: 1300-1600. Located: next to the post office and opposite the RRE Hotel. They also have MoneyGram service to exchange foreign currency.

Bank of Guam is located in the Island Pride Supermarket building in Delap. Contact: +692.625.3322 and +692.625.3331, www.bankofguam.com, Hours: Mon-Fri: 0900-1600.

1.2.3.1 ATMs

There are three ATMs on Majuro. The locations:

- Bank of Guam (next to Island Pride Supermarket);
- Payless Supermarket (just inside the door);
- RRE Hotel (Robert Reimers Enterprises) (next to hotel stairway and ACE Hardware).

ATMs will only allow you to withdraw \$300 at one time. However, you can do multiple withdraws simultaneously with a maximum of \$1,000 per day (or whatever your bank’s daily limit is).

1.2.3.2 Tipping

Sept. 2024: Tipping in restaurants is not expected but very much appreciated. Taxis are a flat rate and tipping is not expected. – sv Sugar Shack

1.2.4 Traditional Economy

The subsistence economy consists of fishing, breadfruit, banana, taro, and pandanus cultivation. On the outer islands, production of copra and handicrafts provide cash income.

1.2.5 Public Holidays (2025)

Check here for [current holiday schedule](#).

- 1 January: New Year's Day
- 15 January: Martin Luther King Jr. Day
- 15 February: Majuro Day
- 18 April: Good Friday
- 26 May: Memorial Day
- 22 July: Liberation Day
- 27 September: Manit Day
- 14 October: Cultural Day
- 2 November: All Soul's Day
- 11 November: Veteran's Day
- 27 November: Thanksgiving
- 28 November: Black Friday
- 8 December: Santa Marian Kamalen Day
- 9 December: Constitution Day
- 25 December: Christmas

1.2.6 Useful Abbreviations

Marshallese love to use acronyms. Here are some of the ones you should know:

AMI	Air Marshall Islands domestic airline
BOG	Bank of Guam
BOMI	Bank of Marshall Islands
DAR	(Formerly Dominick Auto Rental, acronym "stuck") Back road, Coffee Corner, beauty salon & Carrie & Cailyn's
DUD	Darita-Uliga-Delap. Areas that make up Majuro town. This is not used very frequently.
MBYC	Meico Beach Yacht Club
MEC	Marshalls Energy Company (Propane. Less than ½ mile north of NTA)
MIR	Marshall Islands Resort (3-story white building w/ turquoise roof on south side of harbor)
MIVA	Marshall Islands Visitor Authority (next to MEC)
MJCC	Marshalls Japan Construction Company (Yamaha dealer)
NTA	National Telecommunications Authority (next to the big satellite dishes)
PII	Pacific International Inc (next to the Delap docks)
RRE	Robert Reimers Enterprises Hotel (North of the mooring field)
RMI	Republic of Marshall Islands

1.2.7 Protocols for Visitors

YOU ARE IN THE MARSHALL ISLANDS. YOU ARE NOT IN THE UNITED STATES OR EUROPE. YOU SHOULD LEARN TO OPERATE WITH THEIR CULTURE RATHER THAN TEACHING THEM TO OPERATE WITH YOURS.

When you arrive at an atoll, try to meet the **iroij**, and the mayor, and spend a few minutes talking. It is important to do this and will help you tremendously into gaining friends in the villages. Everyone will know the moment you paid this courtesy.

Stop and greet people. Spend a few minutes to greet them and talk to them. Ask their name "Etam?" Give your name "Eta in ---". The Marshallese are not reserved or shy but they don't wish to disturb your space. A simple greeting from you will open many doors and change the manner of your experience. If you don't sing out a greeting you could walk the entire village without meeting a single person, the Marshallese secure in their knowledge that they properly did not disturb you. They want to meet you!!! You must indicate to them that you wish to meet them.

If you stop at a home you will be offered a chair. Often an elderly person will have to sit on the ground to provide the seat for you. PLEASE----Take the offered chair! Your visit brings instant status to the home and it is important they provide this courtesy to you.

Be very careful when admiring an article of wear like necklaces, hats, hair bands, and fabric, also items inside a home. If your praise is high the article will be given and you may have to accept it as a gift.

You may walk anywhere, including between houses, during the day or night. If someone is present it is polite to ask permission to walk between homes. When visiting a home, you should call out a greeting, "yokwe", before reaching the door.

Remove your shoes at homes, schools and all other indoor places except church.

Handshaking when meeting men is important. It is not the western handshake, rather more a holding of hands. This may continue through an entire conversation. It is common for 2 men to hold hands when walking as with 2 women. Men do not display affections to women in public.

Do not shine your torch out of the pathway at night. If you meet someone please turn your torch off when talking to them.

Women will be quite subdued when in the presence of men. The same for girls while in the company of boys. Often, they will be the farthest away from the center, unable to talk to you or share in the experience. If you wish to see the real robust nature of the women or girls then you must get them apart. Hosting a trip to your boat, with a group of women and girls, will be an enlightening experience at what is beneath the surface.

Apologies close the book entirely on any misfortune you may cause. After an apology there are no recriminations, no further thoughts on the matter. A simple apology will result in the reply of "ejjollok inepata", literally "no problem".

There are a lot of culture differences which you may not like. The role of women, the role of the church, class structure, the status of the iroij, requirements placed on families, very many things will be foreign to you in how the community operates. Please, we are visitors and experiencing the Marshalls. It's how they operate and the system works to their satisfaction. Enjoy the experience rather than working to change it.

1.2.7.1 Dress Code

Dress Code is conservative. Outside of resorts and major towns, women should wear clothing that covers the knees and shoulders.

Men should wear collared shirts and trousers and women should wear dresses when meeting with officials or participating in religious activities.

Avoid public displays of affection. Same-sex relationships are legal but should not be flaunted.

1.2.7.2 Alcohol

By law, alcohol is not permitted in the outer islands, except at Likiep. You may imbibe on your yacht but DO NOT GIVE ANY ALCOHOL to a Marshallese visitor on board your yacht. Do not take alcohol ashore when picnicking on uninhabited islands.

1.2.7.2.1 Cruiser Reports

Oct. 2024: The attitude regarding alcohol in the outer atolls might have changed a bit. In Wotje, we could buy beer and some spirits in the local shops (very expensive) after the supply ship arrived. We saw cases of beer unloaded from the supply ship that had been ordered by the locals for delivery.

Likiep Island also had some alcohol available, but we did not try to buy any of it. – Hoptoad

1.2.7.3 Handicrafts

The Marshallese produce some of the most beautiful and durable handicrafts. Ranging from baskets, to wall hangings, carvings, and clothing. Traditional canoes (with woven sails) and stick/star charts are Marshall Island favorites. Each unique and different from the others. There are lots of handicraft stores, but only a few favorites listed below:

Happy Hands Opposite Robert Reimers Enterprises (RRE) Hotel. francistreimers@hotmail.com. They tend to be the most expensive, but they have a nice variety of items.

Elefa Store +692.625.6880, +692.625.4303, elefahandicraft@gmail.com

MISCO Store +692.625.6653, near the library. Hours: Mon-Sat: 0800-1930, <https://miscomarket.com>.

Leipajid Handicraft Shop (across from Assumption School) +692.625.6880

Tourist Trap (below Flame Tree) +692.625.8198

MJCC (the Yamaha Store) has a really nice selection and they tend to be the least expensive.

You will also find handicrafts at K&K Island Pride, and the small store near Shoreline.

1.2.7.4 Buying and Trading

Marshallese don't bargain. The price they quote for animono (handicrafts) will be more than fair (with the exception of Happy Hands which is expensive). Hats can be ordered to style and size, takes 3 days to make, and cost \$20.

Trading is a western value, not part of the traditional culture of the Marshallese or most people in the Pacific! If you give a gift you give it from your heart, not from your wallet. You will often receive a gift of fruit, fish or animono, with or without your own generosity. **Accepting a gift places an obligation on the recipient, a hunger to balance the books.**

Please accept gifts, though you may limit the quantity of the gift. For instance, a stalk of bananas can be reduced to half or a third, just what you require. However, IT IS NOT ALWAYS A GIFT IF THEY ASK "DO YOU WANT ---?" Sometimes it is for sale. I don't know how to tell the difference without

asking "Is this for sale or a gift?" Selling has to take place as the Marshallese are seduced into this system with rice and other western goods. Both giving and selling seem to co-exist in a very strange fashion.

If you are asked to give items you are at liberty to say no. There is no stigma attached to denying a request. Do not offer to trade for an item that has been asked for as a gift. If the person asks to buy an item then it is the category of business. You are also free to ask for items.

If you are purchasing something, you may ask if they wish to be paid in the same value of rice, flour or other staple food stuffs. This is often an important trade, especially to old women, as it allows them an opportunity to feed their families rather than being fed by them. It is quite an honor for the older women to provide food through their efforts. Don't bargain on trades. Give equivalent value of what you paid for an item. Again...it is not a bargaining society. You are expected to give and get good value.

Suggested Trade and Gift Items:

The closer in atolls are provisioned pretty well, but the further out you go, **food items** become good trade, including basics like rice, instant coffee, sugar, chocolate, and canned meat. This is especially important when the resupply ship is delayed.

Fishing gear is always asked for--fishing line, lures, good hooks.

Shoes (flip-flops) make good trade items.

Balloons make good "hand out" items for the kids (vs candy).

Hats, **sunglasses**, and T-shirts are always good.

We have also been asked for **reading glasses**... get a few pairs from 1.0 to 2.0 in power

Most of the outer atolls rely on solar and batteries... so LED lights, battery testers, wire, connectors, and your own trouble-shooting expertise are good trade/gift items.

Gasoline is always expensive and in short supply. The gallon of gas you buy in Majuro for \$6-\$7 costs the people in the atolls anywhere from \$9 to \$14 per gallon. If you are asking someone to take you somewhere in their boat, make sure you throw in the gasoline from your stock.

Photographs are also a good trade item... take your camera ashore, take some pictures, and bring back prints.

1.2.8 Privacy

You may think that you are on a deserted beach, miles away from anyone, a chance for that refreshing nude swim. Everyone in the villages across the atoll will know just about the time you splash into the water. If you don't want to be the talk of the villages, for the next several months, keep your clothes on. Your privacy aboard your yacht is ensured.

On shore, anywhere in the atoll, except inside a home, you have no privacy. If you are doing something you shouldn't be, everyone will know the moment you perform. Don't be the yacht that provides the proof of this.

1.2.9 Sea Life

The Marshall Islands Marine Resources Authority is working on a long-term project to place Fish Aggregating devices (FADs) off many of the outer islands to attract ocean going pelagic fish such as marlin, tuna, and mahi mahi and make it easier for the islanders to catch these fish.

SHARKS: RMI is home to the world's largest shark sanctuary. Commercial fishing of sharks is strictly prohibited throughout all of the Marshall Islands.

1.2.9.1 Cruiser Report

Nov. 2024: We were pretty used to “puppy dogs” black and white tip sharks after staying in French Polynesia for 3.5 years, Fiji, and Tonga. They are pretty docile and non-aggressive for the most part. Which is why we were so surprised to jump in the water in the outer atolls and have aggressive gray sharks come right at us. Just be prepared. – sv Sugar Shack

1.2.10 Safety and Thefts

Marshall Islands' crime rate is low, but assaults and petty crimes, such as break-ins and theft occur. Pay attention to your security, especially at night and in isolated areas.

Sept. 2024: Recently, over the past year a few boats reported boardings and thefts. Always lock your boat and try not to leave any valuables out.

3 out of 4 dinghies were “borrowed” when left at Delap beach (across from K&K Island Pride). And those that were not “borrowed” had items thrown in the water or removed from inside their dinghy. It is recommended to only do drop off/pick-ups from Delep Park (which is a small beach area). – Sv Sugar Shack

Sept. 2024 verified (Aug. 2013): Security in the main anchorage of Majuro tends to be very good, given the close proximity to houses in a developing country. Remember that it is advisable to lock your boat when ashore and avoid leaving anything of importance on the decks.

Theft happens everywhere. One must always be aware no matter where they are in the world.

In Majuro you should take the precaution of running plastic-coated lifeline or flexible stainless-steel cable that in one run locks your dinghy outboard, fuel tank, and dinghy, and padlock the end to your boat at night.

If you plan to be out well after dark, do the same at the dinghy dock, mostly to prevent drunken purse seiner crews from "borrowing" a ride out to their vessels. – Soggy Paws

Aug. 2013: Since we've been in the Marshall Islands (May-Sep 2013), there have been no theft issues in Majuro. One dinghy left overnight in the Shoreline dinghy area disappeared for a few hours in the early morning but was back soon after. Since there is a local VHF net, the best thing is to ask about security issues on your arrival in Majuro. – Soggy Paws

2011: If we had any idea that theft against cruising yachts was so prevalent in Majuro Harbor we would have chosen a safer destination to leave our floating home while we flew to the U.S. for an intended two month trip.

In the six months prior to our arrival, 8 unoccupied yachts had been vandalized. Shortly after our arrival one yacht was boarded in daylight. Just after we flew out of Majuro, the mooring line of the unoccupied yacht behind Brick House was cut late at night and thousands of dollars' worth of equipment stolen. Two groups of thieves have been caught yet other thieves continued the intrusions.

After 35 days away from Majuro, we received the dreaded email from friends, John and Paula on SV Mr John, who were looking after Brick House. At 1:30 in the morning thieves pulled the trip wire tied to our dinghy stowed on the fore deck sounding our loud alarms which blared across the harbor. Despite much effort and looking with strong flash lights by thoughtful cruisers searching in dinghies, the three men who jumped into the water disappeared with the aid of SCUBA gear they had tied to the mooring

line. Incredibly, two nights later the thieves were back, being spotted on the deck of Brick House at 12:30 in the morning. Again, the thieves disappeared like submarines, without being apprehended. The police? If the police cannot stop small shops from selling alcohol to minors, it is likely beyond their capacity to catch thieves operating beyond the shoreline. "If you catch them, bring them into the station." was the police officer's response when a cruiser called for help during one burglary.

We were fortunate that our alarms and the vigilance of neighbors did not give the thieves time to damage our boat with crowbars or to take anything.

For every one bad person or groups in any country, there are 99 more wonderful honest and concerned ones. It is too bad that one or two bad people are ruining it for the others. Everyone else that we have met on shore in Majuro and beyond have been very honest and fair people....like everywhere in the world. – Brickhouse

1.2.11 Activities

1.2.11.1 Diving

To dive with tanks in the Marshalls, you must apply for a diving permit with the Historical Preservation Office in Majuro. Diving in the Marshall Islands is superb. There is not much soil, so not much runoff. Even inside the atolls the water is fairly clear.

Diving permits are required to dive anywhere in the RMI. The Historic Preservation Office, found on the 2nd floor in the Alele Museum and Library building next to the Court House, +692.625.3372, Mon-Fri: 0800-1200 and 1300-1630. <http://alelemuseum.tripod.com/Museum.html>

All divers are required to apply for a permit. Originally, the permit cost \$50.00 for a one-year permit that covered all of RMI. The single application must be completed in Majuro.

As of Oct. 2024, the Historic Preservation Office now requires each diving application to include a list of every atoll the applicant wishes to dive at. In addition, the applicant will now be required to pay a \$50.00 dive fee to the local mayor of every atoll for the privilege of diving there.

In Bikini there is no diving allowed, especially on the wrecks. The only way you can dive the wrecks in Bikini is if you pay to go on a live aboard cruise (<https://masterliveaboards.com/bikini-atoll>). Evidently, you can "dive" the bommies and coral but you cannot go near the wrecks.

There are dozens and dozens of opportunities for amazing diving in the outer atolls, around Majuro and of course the wrecks of Bikini Island.

Dive Tank Refills: Brian Kirk at +692.455.1175

Diving the Bikini Wrecks: You must contact either the Bikini local government (there is an office in Majuro) or a representative of the Indies Trader. The Bikini atoll was the site of numerous atomic bombs in the 1940s and 1950s and has the world's largest amount of wrecks to dive upon. Contact Martin at martin@indiestrader.com. It is rumored that after receiving permission, all visiting divers must have a Bikinian diver and a councilman with them. There are seven famous and large wrecks described here, <https://www.infomarshallislands.com/diving-in-historic-bikini-atoll/>.

Dive Operators:

- Raycrew Dive at Marshall Islands Resort: +692.625.2739, info@raycrew.jp
- Indies Trader +692.456.4432, +692.455.7226, www.indestrader.com

1.2.11.2 Fishing

There are almost two dozen fishing operators in and around Majuro. Visit the Marshall Islands Visitor center or check this guide (page 25) www.rmioct.org/travel-guide

1.2.11.3 Surfing

It has been said that if you put Hawaii and Indonesia in a blender you would have the Marshall Islands: a perfect balance of quality waves and cool breezy trade winds. The best surfing locations lie in the outer islands: Alinglaplap and Mili. The surfing here is predominantly right-handed point reef breaks and it is considered world-class. The best season for surfing is November-March.

Surfing Operator: Indies Trader +692.456.4432, +692.455.7226, www.indestrader.com, indiestrader@indestrader.com. They have a 75; diving/survey vessel that can accommodate 8 people.

1.2.11.4 Museum & Public Library

The Alele Museum and Public Library +692.625.3372, Hours: Mon-Fri: 0800-1700, <http://alelemuseum.tripod.com/Museum.html>. From the Shoreline dinghy landing, turn right, it will be on the left side directly across from Napa Auto Parts and next to the courthouse. It is a small, but well put together museum. Entrance is free but donations are very welcome.

The Historic Preservation Office, found in the Alele Museum and Library building next to the Court House, +692.625.3372, Hours: Mon-Fri: 0800-1200 and 1300-1630.

1.2.11.5 Cruise on a Traditional Canoe

Okeanos Marshall Islands +692.455.4091, offers sunset and full day charters. Traditionally designed Walap or Vaka modernized with green technologies to provide sustainable sea transportation to meet the needs of remote communities. steven.tawake@okeanos-rmi.com, mail@okeanos-foundation.org

1.3 Weather

1.3.1 General Weather Conditions

Note that the weather varies quite a lot between the southern end of the Marshall Islands (near the ITCZ) and the northern end of the Marshalls.

It also varies a lot between summer (May - October) and winter (Nov-April). Summer can be very, very hot and humid.

Oct. 2024: Several local cruisers, who have been here for 5+ years told us that the most difficult period in the Marshall Islands is between January and March. There are very confused seas, strong currents, challenging winds, and many squalls around the outer atolls.

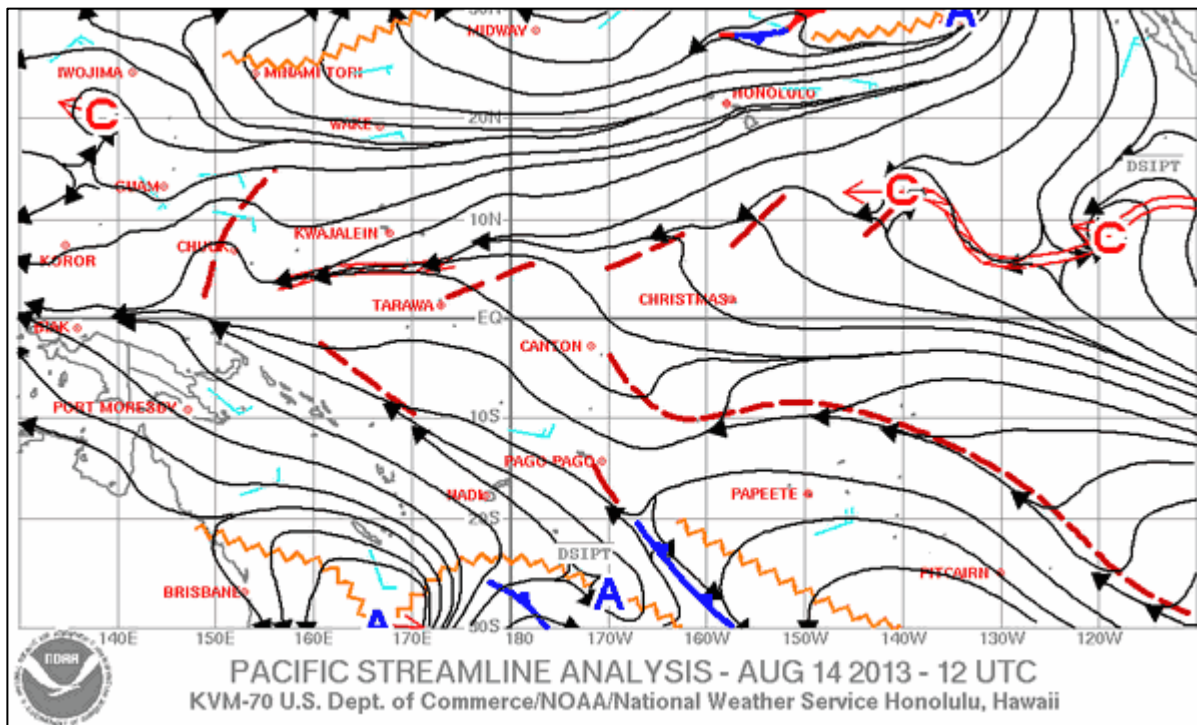
It is very difficult to get from the Ralik island chain back to the Ratak island chain. Basically, a weather window might open up for a few days every 3 weeks. – sv Sugar Shack

Summer weather: In the summer, the trade winds lighten up--the prevailing wind mid-summer is 10-12 knots.

Like the Caribbean, the main weather in the summer comes from the EAST. About every 3-5 days, a "tropical wave" drifts through from east to west. Most of the time these "waves" are shown on the surface charts (esp the Streamline Analysis). They are also quite visible on satellite pictures, and discernable on GRIB files if you know what you are looking for.

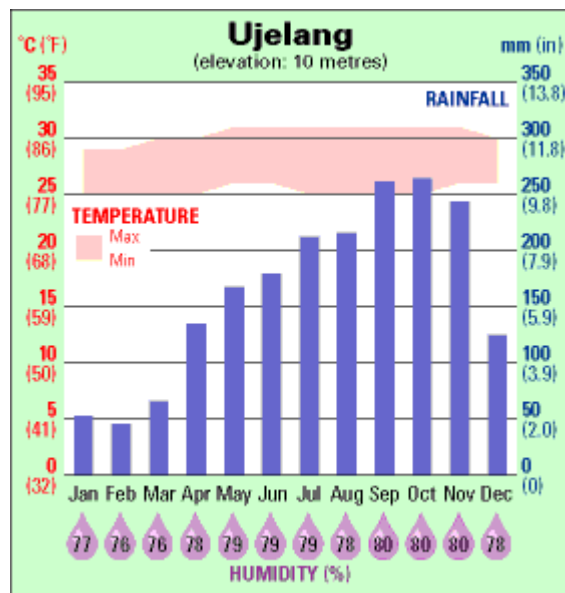
Tropical waves are denoted by a distinct weather progression... as the wave approaches, the wind goes more north of east (sometimes to as high as 45 T, but usually at least to 60 T). After a day or so of this weather, the weather turns cloudy and squally, and at some point, the wind switches to ESE. How violent the squalls are depends a lot on other weather factors (watch for terms like "upper level trough"). Most are brief with winds to about 25 knots, followed by light winds. It can be quite frustrating to sail during the squally periods. However, in one "wave" accompanied by an "upper level trough" (TUTT), we had sustained winds to 40 knots for about 6 hours.

See below image for a typical summer Streamline Analysis, with the tropical waves shown in red, (the NE/SW short red lines just north of the equator are the waves, and the hashed bar approx just S of Majuro is the ITCZ).



Majuro gets a lot of squalls, more than the atolls to the north, as the ITCZ "acts up" occasionally.

Tropical Storm Threats: Traditionally, the area between 8N and 8S is considered "tropical storm free". Majuro, at about 8N, is therefore not likely to have problems with tropical storms. Though there has been an occasional typhoon go through the RMI, they are usually weak and disorganized.



This summary was taken off some website that I didn't keep track of. Ujelang is near the northern end, just north of Kwajalein and a good way west of most of the Marshalls. I would expect rainfall in Majuro to be higher than this summary shows. – sv Soggy Paws

Sept. 2024: We arrived in Majuro in late September and have to say that it was miserably hot and humid. We were not prepared for the extensive heat which made it difficult to enjoy walking around the town. When it rains, which it did frequently, the streets flood which makes it difficult to get from point A to point B on foot (there are no sidewalks).

The water is also very warm, at one point it was 38°C, but on average it is about 30°C-33°C which is not as refreshing as you'd want when it is hot outside.

But once you leave Majuro the high temps start to come down (also because it is Nov/Dec) which are cooler months. – sv Sugar Shack

June 2013: We took the information from our cruiser friends ahead of us to heart, and decided to wait until May to arrive in the Marshalls. When we did arrive on May 10, 2013, we found that even in May, the ITCZ occasionally engulfs Majuro and the southern Marshall Island atolls, bringing squally weather. But at this time (May/June 2013), the northern atolls are experiencing a severe drought. In our time at Majuro, Kwajalein, and Bikini, the wind has been fairly steady at 14-17 knots, from 090 degrees to 065 degrees, with a mean direction of 080-085.

Other than when the ITCZ "acts up", we have found the GRIB files to be reasonably accurate. It is frustrating trying to understand what's influencing the weather here, because the Surface Charts basically show "no significant features".

In general, when the boats in Majuro report getting drenched, we were getting scattered showers in Kwajalein. So, if you want better weather **GET OUT OF MAJURO**. – Soggy Paws

Feb 2011: Looking back on our time in the Marshalls, I wonder why we spent so much time firmly attached to our mooring in what would seem to be a far from perfect location.....Then I remember the weather, the seemingly constant squalls, the horizontal rain showers and the uncertainty of the forecasts. Majuro is right in the ITCZ (most of the time!) and NO ONE knows where the ITCZ is going or what it's doing next.

Therefore, this is a place where most of the forecasts are mostly wrong most of the time! Whilst on our mooring off Majuro (Dec.-Jan.), we experienced winds over 40kts on three occasions and winds over 30kts on more than a dozen occasions. There were very few calm periods, except from those short intermissions caused by a substantial frontal cloud immediately up wind.....working on my hull from the dinghy was a near impossibility (too rough) but we never lacked power, on many occasions when I was not quick enough to secure it in advance, our wind-generator would be pumping in over twenty-five amps and close to going ballistic!

The good news is that water on board is not a problem and you'll always have a well washed boat....In this respect, Majuro is well placed as the Urban Capitol of the Marshall Islands; there is usually enough water falling from the sky to satisfy the local population.

We were there in a drought year (La Nina) and during the 'dry season' (Jan & Feb); to me it seemed Humid and Wet, so what the wet season is like I don't know but one of the locals suggested that the wet and dry seasons are basically the same only during the dry season the rain is more horizontal than vertical and was thus was more difficult to catch! (You can work that out....!). – Mr. John IV

October is normally Kwajalein's heavy weather month. October has our maximum normal monthly precipitation with 11.83", and it has a high occurrence of lightning warnings, west wind warnings, and warnings for winds stronger than 35 kts.

The reason for this is the sun has been nearly overhead in our region since April, and the ocean has had time to warm, so a great amount of potential energy is available for creating thunderstorms. However, this year we are returning to a weak La Nina and our ocean temperature is a little cooler than normal. In October 2010 we had 20 weather warnings across the atoll. At Kwaj, beware the ides of October!

Waterspouts: There have been eight official waterspout sightings at the Kwajalein Weather Station since 2000:

8.28.2000, 9.21.2001, 9.28.2001, 10.29, 2001, 6.24.2204, 9.9.2006, 10.13.2007, 3.25.2008

There have been at least 3 other, unofficial, sightings of waterspouts on Kwajalein since March 2008.

Unlike tornadoes, waterspouts typically form in weak wind situations under moderately developed cumulus clouds, and dissipate quickly over land. There are two types of waterspouts: Kwajalein waterspouts are like "dust devils", usually weak and ephemeral, though they can become strong enough to damage small storage buildings; outside of the tropics there are tornadic waterspouts, these are tornadoes over water and are as dangerous as any other tornado, however Kwajalein never experiences them.

Well-developed waterspouts may contain a small area of dangerous wind shear and should be avoided.

Tsunamis: Kwajalein Tsunami Records

21.6 inches: Mar 11, 2011; Sendai, Japan; Mag 8.9 - Rank #5

15.0 inches: May 22, 1960; Valdivia, Chile; Mag 9.5 - Rank #1

11.8 inches: Mar 9, 1957; Andreanof Is, AK; Mag 8.6 - Rank #13

9.8 inches: Nov 4, 1952; Kamchatka, USSR; Mag 9.0 - Rank #4

9.4 inches: Jul 14, 1971; Solomon Is; Mag 7.9 - Doublet

9.4 inches: Jul 26, 1971; Solomon Is; Mag 7.9 /

7.9 inches: Oct 13, 1963; Kurile Is, USSR; Mag 8.5 - Rank #16

5.9 inches: Mar 28, 1964; Prince William Sound, AK; Mag 9.2 - Rank #2

No Tsunami was detected at Kwaj for #3 and #6 ranked earthquakes - Indonesia 2004 and Chile 2010.

1.3.2 Weather Sources – With Onboard Email/SSB

These files while watching the weather are useful (via the free service Saildocs). You send the request to saildocs at the address query@saildocs.com, with the coded request in the message body, and Saildocs will email you the response.

- Text forecasts (): send Met.10ne

This returns the forecast from the Australian Met Office which covers the High Seas Forecast for North Eastern METAREA 10:

NORTH EASTERN AREA: COAST AT 142E TO 0S 142E TO 0S 170E TO 25S 170E TO COAST AT 25S

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

send spot:07.1N,171.3E|10,6|PRMSL,WIND,WAVES,RAIN,LFTX

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

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

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

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

- In the northern part of the Marshalls, this is useful: <http://www.rts-wx.com/data/forecasts/FCST2.htm>

Hawaii Weather Faxes - North Western Pacific

UTC	Local Product	Coverage Area
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1724	0524	SIGNIFICANT CLOUD FEATURES	30S - 50N, 110W - 160E
1755	0555	STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
1815	0615	SURFACE ANALYSIS	EQ - 50N, 110W - 130E
1835	0635	EAST PAC GOES IR SATELLITE	05S - 55N, 110W - 155E
1901	0701	24HR SURFACE FORECAST	30S - 50N, 110W - 130E
1914	0714	48HR SURFACE FORECAST	30S - 50N, 110W - 130E
1927	0724	72HR SURFACE FORECAST	30S - 50N, 110W - 130E
1940	0740	WIND/WAVE ANALYSIS	30S - 30N, 110W - 130E
1953	0753	24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E

2130	0930	SURFACE ANALYSIS (NW PACIFIC)	20N - 70N, 175W - 135E
2302	1102	48HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2315	1115	72HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2341	1141	24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2354	1154	STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
0014	1214	SURFACE ANALYSIS	EQ - 50N, 110W - 130E
0034	1235	EAST PAC GOES IR SATELLITE	05S - 55N, 110W - 155E
0524	1724	SIGNIFICANT CLOUD FEATURES	30S - 50N, 110W - 160E
0555	1755	STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
0615	1815	SURFACE ANALYSIS	EQ - 50N, 110W - 130
0635	1835	EAST PAC GOES IR SATELLITE	05S - 55N, 110W - 155E
0701	1901	24HR SURFACE FORECAST	30S - 50N, 110W - 130E
0714	1914	48HR SURFACE FORECAST	30S - 50N, 110W - 130E
0727	1924	72HR SURFACE FORECAST	30S - 50N, 110W - 130E
0740	1940	WIND/WAVE ANALYSIS	30S - 30N, 110W - 130E
0753	1953	24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
0930	2130	SURFACE ANALYSIS (NW PACIFIC)	20N - 70N, 175W - 135E
1102	2302	48HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1115	2315	72HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1141	2341	24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1154	2354	STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
1234	0034	EAST PAC GOES IR SATELLITE	05S - 55N, 110W - 155E

On the Web

Getting the Hawaii Faxes via Email from Winlink or Iridium email

Here are the files I've been sampling using NOAA's FTP file server because I don't find these in the Winlink catalog and Sailmail won't offer graphics files/attachments.

This just boils down to sending an email to winlink with some special commands in the body of the email. They require opening up your file size limit (to 40K in some cases) but one or two are practical with a good connection, without using up all one's time. These are the same products available via

wxfax IF propagation supports getting them in a viewable, usable form, and IF the timing fits the crews' other plans. So, the FTP option is just another arrow to have in the quiver.

PJFB10.TIF - Pacific Wind/Wave Analysis 30S-30N, 110W-130E (Most Current)

PWFE11.TIF - 24HR Pacific Wind/Wave Forecast 30S-30N, 110W-130E (Most Current)

PJFI10.TIF - 48HR Pacific Wind/Wave Forecast 30S-30N, 110W-130E (Most Current)

PWFA11.TIF - Pacific Streamline Analysis 30S-30N, 110W-130E (Most Current)

QYFA99.TIF - Tropical Surface Analysis 40S-40N, 100W-120E (Most Current)

PBFA11.TIF - Significant Cloud Features 30S-50N, 110W-160E (Most Current)

PYFE11.TIF - 24HR Pacific Surface Forecast 30S-50N 110W-130E (Most Current)

PYFI11.TIF - 48HR Pacific Surface Forecast 30S-50N 110W-130E (Most Current)

To get any of these, you address an email to:

ftpmail@ftpmail.nws.noaa.gov

No subject; use the following format with one or more files listed:

open

cd fax

get PJFI10.TIF

quit

I'm finding that connecting to the Winlink Hawaii station must be done the evening before I do a morning weather report (in order to connect) - do either of you pull down winlink files in the early a.m.? For me, this means using some stale f'cast products (e.g. that streamline analysis) but doing so seems better than not having it altogether.

Note: To get any of these via internet directly, prefix the product above with

<http://weather.noaa.gov/pub/fax/>

If you have trouble viewing or downloading as TIF file, try changing the .TIF to .GIF

For a printable listing of current Pacific "Fax" products

<http://weather.noaa.gov/pub/fax/rfaxpac.txt>

Above information provided by s/v Whoosh.

1.3.3 Weather Sources – Voice

The **Yokwe Net** operates out of Majuro, and covers cruisers in the Marshall Islands. It operates at 0745 Local time (+12 GMT), on 6.224 SSB. There is no daily weather forecast done, but if you need it periodically, I'm sure someone will help out. Also, it is very helpful hearing the various stations report their current conditions.

The **"Shellback Net"** on 8161.0 khz USB at 2100 Zulu. These net covers cruisers heading west across Micronesia.

Gulf Harbor Radio: South of the Equator: David Sapiane and Patricia on s/v Chameleon run Gulf Harbor Radio on at 1915 UTC on 8752 (alternate freq. 8779, and last alternate 8297).

1.3.4 Weather Sources - Internet

A lot of the weather coverage for the Marshall Islands has gone away in recent years. Currently the Marshalls are covered by the US weather service in Guam.

Marshall Islands (Majuro) Weather Service: <https://www.weather.gov/gum/Majuro>

The coverage of the Marshall Islands by either the USA or the Japanese Meteorological Office seems almost non-existent in 2024.

A streamline analysis that covers the Marshalls and Micronesia is here:

<https://www.weather.gov/images/hfo/graphics/stream.gif>

Satellite Pictures

Here is a looping picture in color: <https://www.ssd.noaa.gov/jma/twpac/h5-loop-rb.html>

This covers from 175W, westward to SE Asia. Click on the lat/lon checkbox and try to locate the Marshalls by lat/lon (it's on the right side of the picture, down low). The atolls are shown in white, most prominent is Kwajalein.

Here is a not so great satellite picture direct from a JMA website.

https://www.data.jma.go.jp/mscweb/data/himawari/sat_img.php?area=pi2

1.3.5 Tropical Weather (May - December)

The US Joint Typhoon Warning Center has a graphic and text forecast out for 120 hours.

<https://www.metoc.navy.mil/jtwc/jtwc.html> **Note: Turn off your VPN!!**

A more readable text version is the Tropical Weather Discussion from the Majuro Weather Office

<https://forecast.weather.gov/product.php?issuedby=PQ&product=TWD&site=gum>

Another graphic might be found here:

<https://www.weather.gov/hfo/wpactropical>

Finally, if you don't have all this internet stuff, a long range, wide-area GRIB file is much better than nothing. We request this one to be sent daily:

GFS:<tbid> |3,3|0,12..240|PRMSL,WIND,RAIN

It is about 40KB, so you might have to request something smaller if you don't have Winlink (to get around Sailmail's size limitations).

1.3.6 Tsunami Information

The entire Pacific Basin is subject to tsunamis. Lately, four significant tsunamis, which have affected cruising locations, have happened: American Samoa and Tonga in 2009, South America, Galapagos & Panama in 2010, Hawaii & Mexico in 2011, Tonga in 2023.

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

The Pacific Tsunami Warning Center website is located here: www.tsunami.gov and also check

http://itic.ioc-unesco.org/index.php?option=com_content&view=category&layout=blog&id=1153&Itemid=1153

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

1.3.7 Professional Weather Routing

Various cruisers have used the following professional weather routers. It is best to reach out to each professional with your specific requirements and passage plans to see who would be the best fit for you, your boat, and your passage.

- John Martin, +64.27.242.1088 (tel and WhatsApp), john@sailsouthpacific.com
- Bob McDavitt is a familiar name to those who have crossed the South Pacific. Though his specialty is the South Pacific, he might agree to do routing in the NW Pacific. See contact information on his website at www.metbob.com/. However, my recommendation would be to use a weather router familiar with the North Pacific.
- Rick Shema, www.weatherguy.com, +1.866.882.9949, rick@weatherguy.com
- Ken McKinley at www.locusweather.com (Soggy Paws used him for Easter Island to French Polynesia)
- Bruce Buckley (may retire end of 2024), brucetheweatherman@gmail.com (Cruisers used him from French Polynesia to Hawaii, Sugar Shack him for Vanuatu to Marshall Islands 10/2024)

1.4 Customs & Immigration

For the latest information on formalities, visit

- U.S. Travel State Gov: <https://travel.state.gov/content/travel/en/international-travel/International-Travel-Country-Information-Pages/MarshallIslands.html>
- U.K. Gov: www.gov.uk/foreign-travel-advice/marshall-islands/entry-requirements
- Sailing Marshall Islands: www.sailingmarshallislands.com/clearing-in-out
- Noonsite: www.visahq.com/marshall-islands/customs

1.4.1 Ports of Entry

There are three ports of entry in the Marshal Islands:

1. Majuro, which is the best place for yachts to clear in and out.
2. Kwajalein on Ebeye Island, the capital.
 - a. You do not need a cruising permit to perform formalities at Ebeye but you will not be allowed to cruise anywhere else in Kwaj.
 - b. If you want to cruise Ebeye without doing formalities, you must obtain a cruising permit from MOCIA (in Majuro). You will not be able to cruise anywhere else in Kwaj (other than Ebeye)
 - c. Clearing out of Ebeye saves beating against the tradewinds after visiting the northern islands (Rongerap, Rongerik, and Bikini).
3. Jabor, Jaluit Atoll. This is an unmanned port which means yachts wishing to clear in/out will have to pay to fly the officials here and back to Majuro. (Flights range approximately \$400 round trip per person). In addition, a gift must be provided to the host families (who host the officials) at about \$400. Estimated budget of \$2,000 to clear here which could be shared between several yachts clearing at the same time.

1.4.1.1 Cruiser Reports

May 2023: We thought we need a cruising permit from the consuil of Ebeye to clear out of RMI. We tried to get a permit. You go through “department of internal affairs” in Majuro, but we didn’t get any cruising permit so we went to Ebeye and cleared out there anyway without any problems. It turns out you only need a permit if you are not performing formalities.

Customs, Immigration, and Quarantine officials boarded the ship, but everybody was very nice and fast and no charges were incurred.

It says on Noonsite that there is no custom officer on Ebeye but that information is old. There are some dive boats that operate from Ebeye. – Alice

1.4.2 Pre-Arrival Notice

72-hours Advance notice of arrival is required. The following information should be sent:

- Boat name and description
- Estimated date and time of arrival
- Port of Arrival
- Last port of departure
- Captain’s Name
- Number of Crew
- MMSI number (if applicable)

Send the above information to all of the below officials:

- Customs: mof.rmicustoms@gmail.com (tel. +692.625.8606)
- Immigration: rmi_majuro@rmiimmigration.org or mof.rmicustoms@gmail.com (tel. +692.625.8633)
- Quarantine/Biosecurity: rmiquarantine@gmail.com
- Port Authority: rmiports@gmail.com (tel +692.625.8269)
- Sea Patrol: surveillancermipa@gmail.com

Failing to send an advance notice of arrival to the above officials may result in fines from \$500.00 per person to \$10,000 per yacht.

Note: Officials may or may not respond to your emails. Keep a copy of your email handy so you have proof that you sent your pre-arrival notification.

1.4.3 Clearance Process

Contact Port Authority on VHF 16 as soon as you come through the pass. They will provide instructions. If you do not hear from them, then try again when you are about an hour from the mooring field. Call Sea Patrol and Port Authority on VHF 16 (at the top of the hour) or VHF 14 (at the bottom of the hour)

If there is no response, try calling the cruising fleet on VHF 71 and then move the conversation to 68 or 72 and ask for assistance from a fellow cruiser (who can call Customs on your behalf).

You will be asked to pick up a mooring, if available, or anchor out. Another cruiser can assist you with the mooring, but they are not allowed to board or hand any items over.

If there is a pilot boat available, the officials will come directly to your boat. If there is no pilot boat available, they may ask you to meet them at the Uliga Dock (which is the government's domestic dock for its field trip ships), which is next to the mooring field (07°06.383N / 171°22.309E) You will see orange pilot boats there – tie your dinghy to one of them.

Do not go ashore unless you are instructed to and wait until your scheduled time with the officials.

Bring all of your paperwork and wait at the steps until the officials have arrived (Customs, Immigration, and Biosecurity). After completing the paperwork, the Immigration official will want you to take him to your yacht so he can take a photo of it.

Please dress appropriately when visiting with the officials: Men should wear pants and button-down shirts and women should wear a dress or skirt (covering shoulders down to the knees).

1.4.3.1 Cruiser Reports

Sept. 2024: We sent the pre-arrival email to all of the noted authorities upon our departure from Vanuatu, then sent a second one 72 hours prior to arrival, and a third one 24 hours prior to arrival. We did not receive any reply.

After we came through the main pass, we hailed Port Authority on VHF 16 and they advised us to call again once we were moored. We did and they sent the officials out to our boat to complete formalities.

Three officials came onboard: Immigration, Customs, Biosecurity. They took a photo of the boat, came onboard and completed the formalities. The entire process took less than 15 minutes. Immigration had to take our passports to his office to stamp, but we were able to pick them up 2 hours later. No fees were charged, no searching or investigating on the boat. Biosecurity asked if we planned to take anything to shore and we said “no.” The pilot boat brought them to us and took them back in our dinghy. Super nice people and very easy process. – sv Sugar Shack

Oct. 2023: We sent a bunch of emails but we only got replies back from the following: rmiports@gmail.com (port authority) and mof.rmcustoms@gmail.com (customs).

Those two officials forwarded our pre-arrival notice to the relevant authorities. – Iris

1.4.3.2 Official Operating Hours:

The best time to arrive is during business hours which are Monday-Friday 0800-1700. Be sure to check the long [list of holidays](#) that are celebrated in the RMI. You want to avoid arriving/departing on a holiday.

Overtime Fees: Typical overtime fees: Immigration \$100, Customs \$100, Quarantine \$75.

1.4.4 Departure Process (International Clearance)

Departure can be completed at any of the Ports of Entry. Follow these steps to clear out:

1. Artifacts, souvenirs, handicrafts, and shells collected while in RMI need to be taken to Quarantine/Biosecurity for them to state that those items have been cleared before departure.
2. Visit RMI Port Authority (07°05.053N / 171°21.851E) enter outside door to the right and go upstairs, then back down to first floor to pay the departure fee which is due in cash only. Be sure to get a receipt and verify that the information is accurate (double check the spelling)!
3. Take the receipt to Customs and complete departure documents.
4. Take all paperwork to Immigration.

5. A time will be arranged for the officials to visit and inspect the yacht. Original documents will be compared to exit paperwork. The officials will upload information into the Pacific Islands Maritime App.
6. Once everything is completed, outbound clearance will be issued.
7. Yachts have 24 hours to depart.

1.4.4.1 Cruiser Reports

Oct. 2023: Clearing out in Ebeye. Be sure to check with customs in Majuro to ensure it is still possible. According to the Ministry of internal affairs you need a permit to visit Ebeye. They took a long time getting our permit signed, but they were kind enough to send the signed permit to us on email, so we did not have to wait in Majuro for long.

However, we could not find anyone in Ebeye who knew where to pay the permit fee, and no one asked us for it, so we ended up having the permit, but never paying.

Charges for clearing out in Ebeye was \$150 US for customs and \$100 US for immigration. We probably ended up paying the fee because we left Ebeye on a Sunday, but the officials came aboard on Friday at 1 p.m. Better check with customs and immigration when the fees apply – we forgot to be precise, and ended up paying. – Iris

1.4.5 Customs

Customs: +692.625.8606, mof.rmicustoms@gmail.com, located in the building known as Ann's Palace (multi-story, peach colored building opposite Marshall Islands Resort) on the bottom floor 07°05.163N / 171°22.413E. Overtime fees are \$100.00

Documents required for clearance include: clearance from last port, vessel registration, crew list, passenger manifest, stores list, crew effects (list of belongings), log book, dangerous goods list (firearms).

Firearms and ammunition MUST be declared on arrival.

DUTY FREE:

(2) Liters of alcohol can be imported duty free and 2 cartons of cigarettes can be imported duty free.

PROHIBITED: Coral and turtle shells are prohibited exports.

Typically, all of the officials will meet you at the dock so you should not need to go ashore to find them.

1.4.6 Immigration

Immigration: +692.625.8633, +692.625.4572, rmi_majuro@rmiimmigration.org or majuro.DOI@gmail.com, or mof.rmicustoms@gmail.com, <https://rmiimmigration.org>, Located in the green Mako Building (5th floor), (07°05.138N / 171°22.372E). A 3-minute walk from Customs on the same side of the road. Overtime fee is \$100.00. Hours: Mon-Fri: 0800-1700.

Park your dinghy at MIR (Marshall Island Resort 07°08.689N / 171°37.373E) as it is much closer than Shoreline.

American citizens can live and work in RMI without the need of a visa.

Visitors get a 30-day visa upon arrival which can be extended for another 60-days at a cost of \$100.00. Application must be submitted to the Director of the Immigration Division. If you would like to stay in the Marshalls longer, it's possible to get a residency for a year.

COUNTRIES WITH DIPLOMATIC RELATIONSHIPS WITH RMI:

AUTOMATIC VISITOR VISA ISSUED UPON ARRIVAL: A free 90-day visa is granted upon arrival for citizens of the Pacific Islands Forum countries including Australia and New Zealand, Canada, European Union (including United Kingdom), South Korea, Japan, Taiwan, and the Philippines. However, these citizens are not exempt from supplying required Immigration documents to support their visa application.

After the 90-day period, you must leave and cannot return without having clearance papers from another country.

Citizens from the above countries can apply for a one-year visa but the application must be done within 14 days of arrival. The one-year visa will become invalidated by flying out of the country and on your return, you will be only given the standard 30-day visa. Average cost for the one-year visa is \$200.00.

CITIZENS OF COUNTRIES THAT DO NOT HAVE DIPLOMATIC RELATIONSHIPS WITH RMI:

Citizens of countries that do not have diplomatic relationships with the Marshall Islands must apply for a visa PRIOR to arrival which requires a non-refundable application fee of \$100 USD and the following:

- Application for visa with two recent passport size photos
 - Link to application: <https://www.infomarshallislands.com/wp-content/uploads/2015/10/RMI-Visa-Application.pdf>
- Passport valid for at least 6-months
- Supporting Documents
 - Letter stating the purpose and duration of the visit
 - Police record dated within the last 3-months
 - Health clearance (free from HIV/AIDS and TB) dated within the last 3 months
- Complete applications must be submitted to
 - The Director of Immigration, PO Box 890, Majuro, Republic of the Marshall Islands, 96960. +692.625.8633, rmi_majuro@rmiimmigration.org and majuro.doi@gmail.com
- Upon emailing DOI you will receive instructions on how to pay for your visa via the Ministry of Finance
- Receipt showing application payment (send after receipt)
- Application may take up to 14 business days. If the application is incomplete or further documentation is requested, the application could take up to 21 days to process.
- Visitor Check list: <https://www.infomarshallislands.com/wp-content/uploads/2015/10/File-Checklist-VISITORS-V1-June-2014.pdf>

Generally, non-American cruisers pay \$200 for a year's visa which is non-renewable.

1.4.6.1 Cruiser Reports

Sept. 2024: There was a nasty storm the day of our arrival so we waited 24hrs for the officials to come out. The process was different than Sugar Shack in that we were asked for the following items: Clearance from last port, yacht registration, crew list, passenger manifest, stores list, crew effects, voyage memo, health certificate, dangerous goods, NIL list. They were very nice and the process took about 45 minutes. – Totem

Sept. 2024: Clearing into Majuro was one of the easiest and fastest clearances we have ever done! The entire process took less than 15-minutes and that is with some idle chit chat. Super friendly officials. They asked for the standard documentation, asked if we were planning to bring anything to

shore, took our departure documents from our last port of call, completed 1 form for Immigration, stamped the passports and we were done. – sv Sugar Shack

Oct. 2023: There are a number of yachties which are living onboard their boats in Majuro. They are extremely helpful, and organize the cruisers net at 0730 Monday to Saturday on VHF 71. They also welcome you, and help you moor to one of the mooring buoys.

We tried to contact customs after arrival, but no one answered so we decided to go ashore for customs and immigration. Immigration has a little office right on Uliga Dock. If they are not there, then you will have to go downtown to their main office. We ended up visiting customs in their main office downtown near the Marshall Island Hotel. – Iris

May 2023 Clearing in at Majuro was painless and fast. You still need to give them a pre-arrival notice. When arriving in Majuro you have to contact customs by e-mail or phone and arrange a time to meet them on your boat. You can always ask another boat to help you. There is a net every morning at 07:30 on channel 71. You can ask anything you need to know there. – Alice

1.4.7 Biosecurity

Quarantine/Biosecurity: rmiquarantine@gmail.com.

In general, there are no biosecurity restrictions other than reporting drugs, guns, and ammunition.

Sept. 2024: The Biosecurity officers asked if we had anything to bring to shore, we said “no” and he happily welcomed us to RMI. – sv Sugar Shack

1.4.8 Port Authority

Port Authority, +692.625.8269, +692.625.6170/6179, rmiports@gmail.com, located in the new blue MIMRA building, on the 2nd level. This is a temporary office that they use until their office at the Uliga commercial dock is finished. Fee is around \$10.00 which is sometimes waived for outward clearance.

1.4.9 Inter-Island Cruising Permit

Yachts wishing to visit the outer islands must have an AIS transceiver which must be kept on while moving.

Entry permits are required for each atoll with fees varying from \$0.00 to \$250.00.

Ministry of Affairs (also known as MOCIA or IA or CIA) +692.625.8240, localgovtaffairs@gmail.com, located on the 2nd floor in the white building on the lagoon side, just past the Mobile Tanks (if coming from Shoreline or Uliga) they have a Marshall Island Flag painted on the overhang above the door. (07°06.184N / 171°22.618E).

Enter the main door, turn left and go up the stairs. At the top of the stairs, turn right and enter the door at the end of the hallway (knock first) with a sign “Local Government Affairs Division”.

1.4.9.1 Application

Request a copy of the Lagoon Entry Fees when you pick up your permit forms.

The application can be found on section 36 (last page of the compendium) or you can get one at the MOCIA office. As of Oct. 2024, the application for each atoll you wish to visit, must be completed and turned in to the MOCIA (except for Bikini, and Rongerik/Rongelap/Alinginae).

However, the atolls Rongerik, Rongelap, and Alinginae are all on ONE application and have one fee.

Completing the application: Your boat name goes in first field (permission is given to) and the last field, last paragraph (granting of permission to).

For the duration, be sure to include a few weeks before and a few weeks after your desired visitation period. Typically, they prefer each visit be less than 2 months. You can put a valid period of 6 weeks and the arrival month and departure month (as opposed to specific dates) to give you wiggle room to account for weather.

One of the lovely staff will accept all of your permits. They reach out to each mayor to get permission, once it is granted, they will stamp and sign the permit and return it to you. Sometimes it takes some “time” to find the mayor and get his/her approval.

Strongly recommend making copies of the permit and asking the mayor to sign it when paying the fee.

When you visit the atoll, present your permit and pay the fee to the acting mayor (if it was not collected in Majuro).

You must pay the fee again if revisiting the atoll.

1.4.9.2 Application Exceptions:

There are 3 exceptions. Bikini, Kwajalein, and Rongerik/Rongelap/Alinginae atolls.

1.4.9.2.1 Rongerik, Rongelap, Alinginae

All three of these atolls are on one permit and require one payment of \$50.

Print the completed application and bring \$50 USD to the Rongelap office which is located close to Shoreline / MIR, on the lagoon side, just past the Air Marshall Islands office. It is a peach building and is right next door to the Bikini offices (also peach). The Rongelap building is closest to the gate.

Go inside, walk down the hall to the last door on the left, knock, and ask for Grace Abon. She will sign your permit and accept your \$50 fee for all 3 atolls. You then need to return to MOCIA to get the permit stamped and signed. Send a photo copy of the completed permit to Grace graceabon@gmail.com

1.4.9.2.2 Bikini

Bikini Office is located right next to the Rongelap office (see above). They have a sign out front. Once inside, turn right and look for the door that reads “Finance” and ask for Jack Niedenthal. The permit fee is \$250.00 per day per vessel (as of 10/2024). All fees must be paid in Majuro prior to arriving in Bikini. Contact Jack at +692.455.3177, jackniedenthal@gmail.com.

Jack is very responsive on email. Let him know you are interested in a permit and he will type a letter for you with your boat name, dates, and length of stay. Diving is NOT allowed. He does not use the standard outer island permit form.

He will ask that you stay in communication with him until you arrive and once you leave.

1.4.9.2.3 Kwajalein (Kwaj)

Ebeye is the only motu on Kwaj that cruisers are allowed to visit (either for formalities or with a permit). All other islands in Kwaj require a sponsor from the military base on Kwaj. Sponsors are responsible for you and have to be with you at all times. Military personnel are allocated a small amount of days to sponsor visitors so it is very difficult to get a sponsor (especially within the first 6 months of the year).

Ebeye, on Kwaj, is a Port of Entry. So, if you are going here to perform formalities (check in or check out), then you do not need a permit. However, you are only allowed to go to Ebeye and nowhere else within the atoll.

If you are not doing formalities on Ebeye and just want to visit, then you will need a special permit which is very difficult to get and often not given.

1.4.9.3 Permit Fees

These fees are as of October 2024. Fees are scheduled to change as of January 2025.

All fees are paid directly to the local mayor (or mayor representative or police) at each atoll upon arrival.

The exceptions are: Bikini (Bikini office), Maloelap (MOCIA), and Alinginae, Rongerik, Rongelap (Rongelap office).

ATOLL / ISLAND	FEE	NOTE	ATOLL / ISLAND	FEE	NOTE
Ailuk	\$50.00	Known for their canoes & outriggers	Lib	\$	No fee listed
Alinginae		1 fee & 1 permit with Rongerik, Rongelap. Fee paid at Rongelap office.	Likiep	\$50.00	Copra, natural beauty.
Alinglaplap	\$250.00	Surfing destination. Locals not interested in yachts	Majuro	\$	No fee required
Arno	\$150.00		Maloelap	\$100.00	Fees paid to MOCIA in Majuro. WWII remnants, lots good anchorages
Aur	\$25.00		Mejit	\$25.00	Stony island & lake
Bikar		Uninhabited	Mili	\$25.00	WWII, land and sea
Bikini	\$250.00 per day	Daily fee paid to Bikini office in Majuro. Special permit required	Namorik	\$25.00	No pass for boats. Black pearls harvested here
Ebon	\$25.00		Namu	\$50.00	
Enewetak		Radioactive dome. No fee listed	Rongelap, Rongerik, Alinginae	\$50.00	Rongerik, Rongelap & Alinginae. All 1 permit, 1 fee. Fee paid at Rongelap office. Hydrogen Bomb testing
Erikub		Check with mayor Wotje	Taka		Check with mayor Utirk
Jabat / Jabwot		No fee listed	Taongi / Bokak		Uninhabited
Jaluit	\$50.00		Ujae		No fee listed. Famous for its stick dance.
Kili	\$25.00		Utrik	\$25.00	

Kwajalein		Ebeye (port of entry). All other parts of Kwaj require a sponsor & are off limits to yachts.		Wotho	\$100.00	Ebeye formalities = No Permit. Ebeye without formalities requires a permit.
Lae		No fee listed		Wotje	\$50.00	WWII & Garden atoll

1.4.9.4 Cruiser Reports

It is recommended that you make a copy of your inter-island permit so you can give the original to the outer island mayor, then can ask him to sign and date the copy as proof of payment.

In addition, you can take a picture of you, your permit, the money, and the guy you're giving the money to. This is not just a nice pictorial remembrance of your visit, but also the best way to prove/show to any other person on the atoll that you paid the money, and whom you paid it to.

Sept. 2024: We visited MOCIA around 10:00am and asked for (10) inter-island permits. Two of which were Bikini, and Rongerik which we had to take to their respective offices. Terina and Chief Mabel were lovely and very helpful. You can complete all of your paperwork and follow up with them on email to check on the status of the permits localgovtaffairs@gmail.com and you can try Terina at terinakilma@gmail.com. But truth be told the are not very good at email or answering the phone.

It took several weeks and lots of visits, before we received 7 of the 8 requested permits: Maloelap, Wotje, Likiep, Ailuk, Rongerik (Rongelap, Alinginae), Kwaj, Wotho, and Namu.

We took our **Rongerik permit** to their office and had it stamped and approved on the same day.

The **Bikini permit** took us by surprise once we learned the permit fee was \$250 per day. We spent several weeks thinking about it and decided to go for (1) day. Jack was very patient and responsive. He wrote a permit letter and received our money very quickly.

The **Kwaj permit** was the one permit we did not get. The MOCIA office has to reach out to their satellite office who then reaches out to Ebeye. Evidently, there was no response to emails, phone calls or messages. So, we will have to skip Kwaj.

The **Maloelap permit** had a little snafu. The mayor refused to sign until the irooj (owner) signed which is not normally required. The irooj decided to increase the \$25 fee to \$100 and we were the first boat to have to incur this increased fee. But, 2.5 weeks later we got the permit.

Be aware: It can take several days to several weeks to get your permits. The MOCIA office has to track down the mayor to get them to approve and sign each permit. Sometimes they are off island and sometimes they just are not around. Apply early and visit MOCIA every other day to inquire about the approvals. – sv Sugar Shack

Oct 2023: We arrived in Majuro Friday morning, and went to the Ministry for Cultural and Internal Affairs and asked for the outer island permits late in the afternoon. Tuesday morning, we were back asking for a status on the permits. We had applied for Aur, Maloelap, Wotje and Kwajalein. Nothing had happened, but the nice office lady in charge of the permits decided that she could sign the first three, because as she said: “They just love to see you”. The one for Kwajalein turned out to be a little trickier. They ended up sending it to us on our email, but it took 10 days to get the signature from Kwaj. – Iris

May 2023 You need to have a lot of time and start the process way ahead of time for your cruising permits. You also need to remind them many times to actually get them.

The cruising permit for Rongelap/Rongerik is the easiest to get, because you can take the permit yourself to the Rongelap town hall and have it signed. Make sure you explain that you are a private yacht with no passenger for the Bikini permit. The normal fee to visit Bikini is \$10,000 dollars (a little too much for our budget) but when I asked and explained that we are just a normal family and have no passengers, they reduced the fee to 50 dollars in exchange that I wrote a short article with some pictures of our visit that he could use for marketing.

We never succeeded to get a cruising permit for Ebeye and Kwajalein atoll. They just didn't answer. I heard about other sailors going there without a permit and had a lot of troubles. – Alice

1.4.10 Declarations Required

RMI requires that you declare the following:

- Declare cash in any currency worth more than \$10,000.00 U.S.
- Duty-free allowance for travelers 18 years and older:
 - 2-half cartons of cigarettes
 - 2-liters of liquor
 - 8-oz of chewing tobacco
- Declare and get certification from the Quarantine Division if you bring:
 - Birds
 - Plants
 - Fruits
- It is illegal to export coral and turtle shell
- It is illegal to import firearms, ammunition and drugs

1.4.11 Pet Formalities

Animals must be declared to customs on arrival but are permitted to stay on board.

1.5 Yachtsmen Services

A good source of information can be found on the Sailing Marshall Islands website: www.sailingmarshallislands.com/yellow-pages.

There is almost nothing available outside of Majuro and Ebeye (in Kwajalein Atoll).

1.5.1 Cooking Gas (Propane and Butane)

Marshall Islands Propane Gas +692.625.6426. Located at 07°05.789N / 171°22.766E. Hours: Mon-Sat: 0800-2200. Sun: 1200-1700. Ask for Wally Milne They have a large variety of adapters and they had no issues filling U.S. style bottles. A 20lb bottle cost \$37 in Jan. 2024. They offer free delivery and have a dinghy dock on the lagoon side.

Marshall Energy Company (MEC) +692.625.3827 and +692.625.3829, customerservice@mecrmi.net, Located in Delap, Majuro. Hours: Mon-Fri: 0800-1700, Sat: 1000-1400. They only sell new bottles; they do not do refills. Pay ahead at the MEC offices, take receipt to the MEC tank farm. Taxis allow propane tanks in the trunk.

1.5.2 Fuel (Diesel and Gasoline)

Diesel and gasoline are available for purchase in Majuro and Kwajalein (Ebeye container). In other atolls, if you are in dire straits, you can likely purchase a small amount locally, but expect to pay \$10-\$14 per gallon. See Majuro and Kwajalein sections for details.

PII Pacific International Inc (next to the Delap docks) offers a significant savings. There are no minimum requirements, but it does necessitate a vehicle / taxi. Good quality and less expensive than standard fuel stations.

Marshall Energy Company (MEC) +692.625.3827 and +692.625.3829, customerservice@mecrmi.net, Located in Delap, Majuro. Hours: Mon-Fri: 0800-1700, Sat: 10—1400. MEC offers a 15-30% savings over Shoreline but they do have a 55-gallon minimum. This is considered “low-grade” fuel, be aware.

Nov. 2024: General pricing at the fuel stations \$7.10 for Gasoline, \$6.80 for diesel / per gallon.

Shoreline sells gasoline at \$7.10/gallon but typically does not have diesel.

The most “convenient” fuel station is across the street from RRE / Ace Hardware. However, it is the most expensive.

The **least expensive and good fuel is at Pacific International Inc (PII)**. Take a taxi (bring a tarp to protect the car), go to PII offices (07°04.952N / 171°21.179E) first to pre-pay (if you want to pay with a credit card) or go straight to PII fuel area (to pay cash). The fuel area for PII is further down the road, after the bridge. Diesel will be on the left and gasoline will be on the right sides of the street. It is just a fuel pump under a cover, nothing will say (PII). Pricing will be \$1.50-\$2.00/per gallon cheaper for both diesel and gasoline. We paid \$5.25/gal here and everywhere else was between \$6.50-\$7.10/gal so it was a huge savings. We prepaid for 50 gal and ended up taking 60gal and just paid the difference in cash at the pump.

Marshall's Energy Company (MEC) sells fuel. Prepay at their offices and schedule a time to take your big boat to the commercial dock (private vessels must give way to commercial vessels at all times). There is a little house on the dock where you show your receipt. The dock has tires (as fenders) which can tend to leave marks on your boat. The fuel is very cheap here (the cheapest in RMI) but it is low grade fuel. – sv Sugar Shack

1.5.3 Trash and Recycling

Do not dispose of your trash/recycling in the outer islands as they have no proper way to dispose of it.

Robert Reimers Enterprises (RRE) will allow you to dispose of your trash in their dumpster. First you have to pay a \$4.00 per month fee. To pay the fee, leave your dinghy at Shoreline, walk through the parking lot to the main road. On the right you will see “Western Union.” To the right of their door is an unmarked glass door, enter and then go through the second glass door on the left. You can pay by month or you can pay up front for your duration. If you have a problem, go upstairs (in the same office) and ask for Susan Fowler.

The dumpster is located near their “new” apartment complex (07°06.482N / 171°22.311E). From Shoreline (where you leave the dinghy), turn right and follow the road as it curves around. It dead ends into the two story, yellow apartment building. Just in front of it, to the right is a metal trailer and several trash cans. Dispose of your trash in the trailer. There is no recycling.

1.5.4 Water

See Majuro Section 3.5.3 for store details.

There are a few places where you can purchase potable water in Majuro including Pacific Pure Water, EZ Price Mart, Do It Best, and Payless Market.

Wotke and Rongelap town docks have RO water available.

Ebeye and Roi at Kwajalein has potable water for the taking by dinghy.

1.5.4.1 Cruiser Reports

May 2023: We filled with water on Ebeye, there is a water tower in the middle of town with good treated drinking water. Most people in Ebeye come here to get their water. It is free. You have to walk around 100-200 meters with your jerry cans from the ramp. – Alice

1.6 General Services

A good source of information can be found on the Sailing Marshall Islands website: www.sailingmarshallislands.com/yellow-pages.

There is almost nothing available outside of Majuro and Ebeye (in Kwajalein Atoll).

1.6.1 Banks & ATMs

See [Section 1.2.2 Currency](#) and [Majuro Section 3.6.2](#) for specifics.

The **Bank of Marshall Islands** is located in Uliga, Majuro (next to the post office and opposite the RRE Hotel). +692.625.3636, bankmar@ntmar.net, www.bomi.biz. Hours: Mon-Fri: 0900-1800, Sat: 1300-1600. They also have MoneyGram service to exchange foreign currency.

Bank of Guam is located in the Island Pride Supermarket building in Delap. +692.625.3322 and +692.625.3331, www.bankofguam.com, Hours: Mon-Fri: 0900-1600.

There are ATMs in Majuro and at the ferry terminal at the Kwajalein Army Base which requires a short ferry ride. Supposedly you do not need a permit to visit as the ATM and market are located outside the fenced area.

Majuro ATMs:

- RRE Hotel (Robert Reimers Enterprises) and ACE Hardware. Bank of Guam ATM.
- Bank of Guam (next to Island Pride Supermarket);
- Payless Supermarket (just inside the door);

As of Nov. 2024, there is a \$300 limit per withdrawal, but you can make multiple withdrawals up to \$1,000 per day (or whatever your daily bank limit is allowed).

Western Union +692.625.4427, Hours: Mon-Fri: 0830-1730, Sat: 0900-1600. Located in the Robert Reimers Enterprises Building in Uliga.

1.6.2 Boat Parts & Repairs

See [Majuro Section Boat Parts](#) for details of the primary stores in Majuro where you will find boat parts.

Majuro has good access to the U.S. postal system and regularly receives container deliveries from the U.S. making it convenient to get boat parts. See [Shipping Section](#) (1.10) for shipping items into RMI.

1.6.3 Computer Sales & Repair

See [Majuro Section-Computer Sales & Repair](#) for Computer store details.

1.6.4 Hardware Stores

See [Majuro Section-Hardware Stores](#) for Hardware Store details.

There are several hardware stores in Majuro including Ace Hardware, True Value, and Do it Best.

1.6.5 Haul out and Storage

There is a yard of sorts in Majuro that normally services fishing boats. It may be possible to get hauled out by crane in an emergency in Majuro, and maybe at Kwajalein at the Kwaj Yacht Club (lots of paperwork and requires a sponsor, US citizenship or a proper visa).

Pacific International Inc (PII) +692.625.3122, www.piimajuro.com, Hours Mon-Fri: 0800-1700, Sat: 0800-1200. Located past MIR at 07°05.071N / 171°22.053E. Large shipping operation (as well as machine shop services, haul out and cranes).

1.6.6 Medical Facilities and Pharmacies

1.6.6.1 Majuro Hospital

The main facility is Majuro Hospital +692.625.3355, Location: 07°05.410N / 171°22.891E, park dinghy at MIR, turn left. Near Delap park and K&K Island Pride.

Hospital provides good basic medical care as well as limited specialty services, dental, and pharmacy.

- Lab for blood draws. Tests are sent to Hawaii for processing and results come back in 2 weeks.
- OBGYN Services including papsmear
- Mammograms (be sure the machine is working and there is a tech available)
- Radiology (x-rays and ultrasounds)
- MRI services (the machine has not worked in a few years)

Cost to see the doctor is \$20/visit. All prescriptions/medications are free of charge (donated by the Taiwanese government).

You must register at the hospital to receive any type of treatment. It is free and easy.

Most doctors and hospitals will expect payment in cash, regardless of whether you have travel health insurance. Serious medical problems will require air evacuation to a country with state-of-the-art medical facilities.

Registration: Go to the hospital, turn right to the “Reception” area and tell them you need to register as a new patient. They will open a door to the left of the window where you will meet with someone who will register you. Bring your passport. They will copy your passport, have you fill out a small card, take your photo and then give you a small card with your “health/hospital number.”

Go back outside, next to the window is a small black box on the “shelf in the right corner” push the grey button to get a waiting number and sit down. They’ll call your number and you tell the reception why you need to see the doctor. She will direct you to the window on the right where you pay \$20 fee to see the doctor (locals \$5, visitors \$20). She gives you a receipt with another number written on it and you go to “Outpatient Services.”

Outpatient Services down the main hall, follow the sign to the reception window for Outpatient services. It will be on your left and sit in the “waiting area.” Outpatient Services Reception will call your number, tell them what is wrong and they will tell you which exam door to wait by. The medical professional will call you by name.

You pay \$20 every time you need to see the doctor; the registration and medicine are free.

Pharmacy: The pharmacy is located in the main waiting from area (as you enter the hospital). Medications are free and provided by the Taiwanese Government.

Bathrooms: bring your own toilet paper and hand sanitizer as they do not have inside the bathrooms.

We picked up some anti-parasite medications and antibiotics. The entire process took about 1.5 hours. We got lucky and did not have much of a wait. Everyone was very helpful and friendly. Evidently, it is pretty common to get pin worms when eating the local fruit. So, we picked up Albendazole 400mg just in case. – sv Sugar Shack

1.6.6.2 Canvasback Medical Wellness Center

Canvasback Medical Wellness Center +692.456.1118, www.canvasback.org, Hours: Mon-Fri: 0700-1700. Located in the green building to the left of the hospital. Enter the door on the left, then go to the MCH Clinic inside (left side, blue doors and looks like pediatric area). The Canvasback Medical Center offers vaccines including: Covid, Hepatitis, Yellow Fever, and Tetanus shots. You do have to be registered (which is \$20) in order to receive your free shot.

The Wellness Center also has a lovely restaurant which services healthy, some organic food. Definitely worth a visit if you are in the area.

1.6.6.3 Other Medical Information

Alex Pinano Majuro Clinic, tel. +692.625.6455, average visit costs \$25. Private clinic on Majuro

Ambulance in Majuro +692.625.4111

National Police Station: +692.625.8666

May 2023 There is a Filipino private doctor in Majuro. It's really hard to find him, ask any other yachtie or ask at the store "Island eco". The doctor is very helpful and speaks English. A visit costs \$20. – Alice

1.6.6.4 Pharmacies

Hospitals and clinics are associated with pharmacies.

- Majuro Hospital: +692.625.3555 Prescriptions are usually free with consultation
- Alex Pinano Majuro Clinic +692.625.6455, some prescription medications (watch expiry dates)
- Larger grocery stores carry over-the-counter drugs, health, and basic first aid supplies (Payless, K&K, EZ Price, Formosa)
- Medisource Pharmacy +692.456.7212. ramedisource@gmail.com Rosemary Alfred & Albert Alfred. Located near Marshall Islands Propane. Their location is often closed. You have to call/email to open.

1.6.6.5 Health

Mosquito borne diseases such as dengue fever and zika virus have been reported (Ebeye). Precautions should be taken to avoid mosquito bites.

Avoid eating coconuts, pandanus fruit, and coconut crabs on Bikini and Rongelap atolls.

1.6.7 Post Office

The Marshall Islands, as a former U.S. Trust Territory, is still operating with a U.S. Postal Code. That means that mail sent from the U.S. arrives fairly quickly (2-3 weeks) by U.S. Priority Mail. There are

post offices in Majuro (main PO) and Ebeye (Kwajalein). See those sections for the mailing addresses and appropriate information.

See [Shipping](#) section 1.10 for shipping freight

The Marshall Islands Post Office +692.625.7369, mipsa.mh@gmail.com, [Facebook page](#). They have locations in Majuro (Uluga, Delap, Airport), Kwajalein (Ebeye), Wotje Atoll, and Juluit Atoll.

The main post office is located across the street from RRE (Robert Reimers Enterprises Hotel) and handles all general delivery. Hours: Mon-Fri: 0900-1200 & 1300-1600, Sat: 1300-1600. There is a satellite Post Office located near Island Pride market.

Mailing items to the Majuro - it is best to double check with the post office before sending items:

RMI Post Office
General Delivery
SV Your Boat Name or Your Name
Yacht in Transit
Majuro, MH 96960
Marshall Islands
Phone Number (local preferred)
Email Address

The post office uses USPS including domestic First Class, Priority, and Express Mail services when having mail sent from the U.S. It currently takes 10-14 days for Priority Mail from the U.S. If your parcel issued using the cheapest rate then they will come by ship and will take 6-8 weeks.

Generally, you will not need to pay duty when using Yacht in Transit for boat parts. However, if your item is over \$250 you will have to pay 8% of the value.

COD is not available.

We were told to include a phone and email address in case they need to contact you to alert you of your parcel's arrival.

Sept. 2024: You can have mail and packages sent to "General Delivery" (see above) or you can get a P.O. Box designated for your mail and packages.

P.O. Boxes: Most of the PO Boxes were already taken and there is a long waiting list. However, the Post Office offers a "**virtual P.O. Box**" that gives you a P.O. Box number and a place for your mail and packages that is separate from General Delivery. The cost is \$50.00 for the year and you need a photo I.D. to sign up.

See "shipping" for Amazon, DHL, and shipping items from Majuro to the outer atolls. – sv Sugar Shack

Oct 2023: The problem with parcels stuck in Guam was due to a problem with one of the Marshallese pilot's license. That problem has been solved and packages are now coming to Majuro again. – Iris

May 2023 At the time when we were there was no cargo flights coming or going at all. Almost all packages going to Majuro were stuck in Guam. This had been the situation for several months. Before ordering anything into Majuro, talk to the expat community, they know if it's worth the effort. – Alice

1.6.8 Office Supplies, Copies,

1.6.9 Faxes, Notaries

See [Majuro Section-Office Supplies](#) for store details

There are several stores that sell office supplies and can make photo copies for you including: Copymasters, Office Mart, EZ Price Mart, TSL Enterprises & Office Solutions.

1.6.9.1 Fax Services

See [Majuro Section-Fax Services](#) for store details.

There are several locations that can assist you with faxes including NTA, RRE, MIR, and the U.S. Embassy.

1.6.9.2 Notaries

See [Majuro Section-Notaries](#) for store details.

You can get your documents notarized at several locations: Bank of Marshall Islands, Majuro Court House, and various embassies.

1.6.10 Provisions

See [Majuro Section-Provisions](#) for store details in Majuro.

The good grocery stores are all in Majuro including Payless, K&K Island Pride, and the fresh markets.

Tuesdays "seniors" over 55 years of age receive a 10% discount at most stores.

1.6.10.1 Provisions in the Outer Islands:

EBEYE, Kwajalein: There are also a couple of pretty good grocery stores in Ebeye, at Kwajalein Atoll. The ship comes to Ebeye every 2 weeks and there are fresh veggies, including tomatoes, lettuce, celery, and broccoli. Good supply of frozen meats and a variety of everything you'll be looking for.

ROI, Kwajalein: There is a decent (for out-island) grocery store at Roi. Though this is on the "base" there, yachts can stop and use the grocery store without any formalities, sponsorship, or permission. The store itself is gated off from the rest of the base, and used heavily by the Marshallese.

ATOLLS: Every atoll has some kind of store, but don't expect much and expect prices to be 50% higher than Majuro. Most are not marked and are not open at regular hours. You will have to ask.

The best plan is to use Majuro and Kwajalein as your provisioning bases.

1.7 Shipping and Freight

Boat parts can be shipped into RMI duty free if they are labeled "Yacht in Transit" and are less than \$250 in value. See Post Office section (1.9.7 for address).

However, all imports over \$250.00 are being taxed at a rate of 8% for custom duties (including packages sent via the U.S. post office, air, and container freight). Generally, they do not ask for receipts so parcels might not be charged this fee.

If you can ship your parcel by USPS it is the most reliable, cost effective, and fastest service.

DHL +692.625.6345, +692.456.2799, kgideon@piimajuro.com, Ken Gideon, Manager. Hours: Mon-Thur: 0900-1700. Located on 6 Delap Lagoon Drive. Location 07°05.071N / 171°22.053E, inside the

Pll office. Typically takes 2 weeks. DHL is better than Fedex as an international shipper to the Marshall Islands.

Fed Ex located in Central Maritime Agency (in the Robert Reimers Enterprises Hotel offices). www.fedex.com/en-mh/home.html, Only receives packages, they do not ship from Majuro. They do not honor "Yacht in Transit".

Since, FedEx does not have an officer in Majuro, an RRE employee will meet the plane, gather the FedEx parcels and then bring them to the RRE office (located across the street from the RRE hotel). They are left in the lobby, a public place for retrieval. Not a guaranteed or safe process.

Triple B Forwarders, egutierrez@tripleb.com or aalt@tripleb.com, www.tripleb.com/locations/micronesia.php, they have freight warehouses in Los Angeles and Honolulu. Send your parcel USPS domestic mail to get to Honolulu. Micro-Pak special \$50 for 5cu ft & 80lbs or less from Honolulu to Majuro (+17 min. handling to Pll).

Suka Pacific +1.808.829.7416. sukapacific@gmail.com, www.sukapacific.com, Location: By the airport 07°04.135N / 171°16.953E. Fees start at \$35 plus shipping. Ship items to Hawaii location and they will consolidate it and deliver it to the Marshall Islands.

Nov. 2024: It took about one week for us to receive a Honda portable generator by working with Catherine Murphy of (shipping agent) Suka Pacific in Honolulu. They were slower to reply by email, but quick on WhatsApp. I sent a link to the product we wanted (confirming it was on the shelf at Home Depot in Honolulu). They created an invoice with options for two levels of shipping; Priority regular (\$108) or Express (\$227). Additional fees/surcharges for the \$1,150 product were around \$70. The hardest part was watching the USPS tracking page, which went from waiting in Honolulu on the 31st... to delivered in Majuro at the USPS on Nov. 5th, without any interim updates! It was a seamless process. – Totem

2024: Suka Pacific went to Home Depot, bought a portable generator, and shipped it to us in Majuro using United Air Freight. – Michael Stirrat, No Foreign Land

Pacific International Inc (Pll) +692.625.3122, www.piimajuro.com, Hours Mon-Fri: 0800-1700, Sat: 0800-1200. Located past MIR at 07°05.071N / 171°22.053E. Large shipping operation (as well as machine shop services, haul out and cranes). If you arrange for shipping by ship, like with Triple B, your package will arrive and be handled by Pll. Process:

1. Go to Pll and inform them you have goods on the ship and they will give you your clearance documents.
2. Go to Customs and Revenue, ground floor across from MIR, to the window directly across from the door and hand them your documents. They will tell you what your fees are and will hand you 2 copies. Go to the payment window, even if you don't owe anything, and they will stamp your documents and keep one copy.
3. Go to RMI Ports (toward the airport, just past power plant 07°05.053N / 171°21.851E). The window is on ground floor across from the door. They will stamp your forms.
4. Go to Majuro Atoll Local Govt (AKA) MALGOV or the city hall. You must wear long pants or long skirt/dress. Office is across from the courtyard. They will copy your receipts, keep a copy of the clearance document and stamp the rest.
5. Pick up your goods.

Oct. 2024: We had several items sent from Amazon. Not everything we wanted was available to ship to Majuro, but we were able to find about 80-85% of what we wanted. It took about 10 days for some items and 3 weeks for others.

If you do not have a PO Box or a virtual PO Box it will go to General Delivery and the Post office will have no way to notify you. But since we had a virtual PO Box, they called and emailed us that we had parcels available.

You can always check your tracking to see when your parcel arrives, then give it 1-2 days to process the packages. Go to the main post office and let them know you have a parcel(s) available. They will give you a slip of paper with your name, number of parcels.

Take the slip of paper to the shipping area. From the Post Office, take a right at the hallway (between the PO boxes), then turn right again and enter the door. Sign & print your name on the slip of paper and hand it to the person behind the counter, then take a seat. They will call your name or your PO box. You will have to show ID to collect your parcel.

If your parcel is over \$250 you will have to pay them the 8% fee before receiving your parcel. However, our parcel from Amazon with a dive watch inside valued at \$650 was not charged the duty as there was no receipt or document indicating the price.

I could track my parcels easily since my items were coming from Amazon. A few of my items actual said "Held at Delivery Center" which meant for me, they were at the Post Office receiving area.

DHL DELIVERY

We had our anchor shank sent from Tunisia via DHL. We first went to DHL to confirm the process. They asked us to put our name, boat name – Yacht in Transit, General Delivery, Majuro, MH 96990 and include our phone number and email address so they could contact us once the parcel arrived.

We had procured a virtual PO box at the Majuro post office and DHL asked us not to use it as DHL tends to reject parcels sent to PO boxes.

They also asked that we include an invoice, and declaration form on the inside and on the outside of the parcel. We also included a Certificate of Origin on the outside of the parcel.

We emailed the tracking information, invoice, clearance declaration, and certificate of origin to Ken once the parcel shipped.

We had two items and both were valued over \$250 so we were required to pay 8% duty on each item.

We paid at the Ministry of Finance building which is located next to PII (Pacific International Inc) 07°05.071N / 171°22.053E. Then take the paid receipt back to DHL and they will release your parcel. – sv Sugar Shack

1.7.1 Shipping Between Islands

The following operators provide regular shipping services to neighboring islands from Majuro.

- Robert Reimers Enterprises +692.625.3250 / +692.625.6474
- Pacific International Inc +692.625.5628
- DAR (Charter only) +692.625.3174
- Marshall Islands Shipping Company +692.625.4774

Oct. 2024: Some friends of ours had a package sent USPS and it accidentally got put on the boat instead of the plane. They opened a "help ticket" to USPS and chatted with the Majuro Post Master, Jeto Kilo (jetokilo14@gmail.com). As it turned out, the package arrived a few days after they left Majuro. After several emails with Jeto Kilo, he agreed to send it via Air Marshall Islands from Majuro to Wotje. Even though there are 2 flights per week between the two atolls, it took an extra week to

receive their parcel (some flights were cancelled and it missed a few flights). They ended up receiving their parcel a few weeks after the request, which they understand to be a major miracle.

Several locals strongly recommended against using USPS to delivery parcels between atolls as they often don't show up or will show up several months later than expected. – sv Sugar Shack

1.8 Transportation

A shared taxi to anywhere in the Darita-Uliga-Delap (DUD) area, \$2.00. Outside of DUD, fare by negotiation (\$4 to U.S. Embassy).

Robert Reimers Enterprises (RRE) Hotel has an airport shuttle for \$10. Pre-arrange with reception. There is a mini-bus to Laura for \$3.00/pp which leaves from the RRE parking lot multiple times per day.

1.9 U.S. Embassy

US Embassy Majuro +692.247.4011 fax: +692.247.4012, ConsMajuro@state.gov, www.mh.usembassy.gov. The U.S. Embassy's mailing address is P.O. Box 1379, Majuro, MH 96960-1379 (07°07.401N / 171°31'838E). The Embassy is located approximately 1 mile east of the airport. The Consular is Josh be sure to say "hello" if you see him around.

Americans living in or visiting the Marshall Islands are encouraged to register at the Consular Section of the U.S. Embassy in Majuro. The U.S. Embassy does not have a street address in Majuro.

1.9.1 Passport Renewal

Sept. 2024: My American passport was due for renewal. The embassy was extremely informative, quick to respond, and very helpful. They only schedule passport appointments every 2 weeks and it takes 3 weeks to get your new passport back from the U.S. I was not in a rush and planned to leave Majuro to explore the outer atolls for several months so there was no need for expediting the passport.

The scheduling calendar is only available for the next month, they do not have the ability to schedule more than 30-days out.

Complete and print a [DS-82 form](#), you will need (1) 2x2 passport photo (which you can do at Copymasters across from MIR), bring exact cash for the processing fee ([see here](#) for the exact amount, I paid \$130 USD), and then schedule your appointment (print and bring appointment confirmation). They do not accept credit or debit cards and they ask that you bring the exact amount in cash as they do not have change. Don't forget to bring your current passport book and/or passport card.

Helpful Links:

- U.S. Embassy Passport Renewal: <https://mh.usembassy.gov/passports/>
- DS-82 Form: https://eforms.state.gov/Forms/ds82_pdf.pdf
- Schedule Appointment: <https://evisaforms.state.gov/acs/default.asp?postcode=MAJ&appcode=1>
- Passport Photo Requirements: <https://travel.state.gov/content/travel/en/passports/how-apply/photos.html>
- Passport Fees: <https://travel.state.gov/content/travel/en/passports/how-apply/fees.html>

Typically, the new passport takes 3 weeks to be returned from the U.S. The embassy in Majuro will hold your passport for 1 month and after that they are supposed to return it back to the U.S. However, if you notify them ahead of time that it may take you longer to retrieve your passport, they will hold it for a longer period. You just have to stay in constant contact with them.

Appointment: On arrival, they asked me to leave my cell phone (and any other electronic devices) at security then escorted me to Josh who was extremely helpful and friendly. They took my DS-82 form, my \$130 fee, my 2x2 photo and my current passport. He double checked everything and then handed me my current passport back saying that it is best for me to hold on to it for emergency purposes (if I have to fly out) what a relief! Because it is around the holidays (really it is mid-Oct) they said it may take longer to process. I wasn't in a hurry so I confirmed that he would hold my new passport in his office until I returned 3-4 months later. The entire process took 30 minutes and it was that long only because we got to talking about diving.

I received an email 2 weeks after my appointment that my new passport had arrived. – sv Sugar Shack

May 2023: Our friends succeeded to get their B1-B2 visas for USA at the embassy here. They got an interview after only one week of waiting. This has been more or less impossible anywhere else. In Panama you had to wait for over one year to get it, so if you are planning to stop in USA on your travel get your Visas here. – Alice

1.10 Meico Beach Yacht Club (MBYC)

The Meico Beach Yacht Club (MBYC) offers membership at \$20 (single) or \$30 (family). It includes discounts and free moorings at Enemanet Island and Eneko Island.

www.sailingmarshallislands.com, miecopeacehyachtclub@gmail.com,

Mon-Sat at 0730 is the VHF net on 71. Stay up to date on events, activities, new arrivals/departures, buy/sell/trade and more.

The **Yokwe SSB Net** operates out of Majuro, and covers cruisers in the Marshall Islands. It operates at 0745 Local time (+12 GMT), on 6224 USB. Purpose is for vessels underway coming to/from RMI and sailing between the outer islands. It is also used as a network between cruisers.

Every Tuesday the cruisers gather together at one of 5 popular restaurants. Tune in to VHF 71 at 0730 for the current week's location.

MBYC Offers member discounts at:

- Do it Best
- Tru Value
- EZ Price Mart 5%
- Majuro Computer Services 5%

1.11 Getting Visitors In and Out

1.11.1 Airlines:

United Airlines, +692.625.3209, +692.625.3052, +692.247.3092, www.united.com/en-us/flights-from-marshall-islands. Located next to K&K Island Pride. They have a Honolulu-Majuro and Guam-Majuro route. Typically, their flights from HI leave in the morning with flights leaving 3x per week.

United Airlines requires you to arrive to the airport 4 hours prior to your flight.

Nauru +61.7.3229.6455 www.nauruair.com, Located next to K&K Island Pride. They have two main routes.

Australia to Majuro with flights departing Brisbane (BNE) on either Wednesdays or Fridays and flights departing Majuro to Brisbane on Saturdays. Approx. cost \$800 round trip

Fiji to Majuro were very limited when checking the website. Might be easier to call.

Air Marshall Islands +692.625.3731, www.airmarshallislands.net. Located near the Shoreline dinghy dock. Turn right, on right hand side about 1-block from RRE Hotel. Flights within Marshall Islands only.

1.11.1.1 Departure Tax

Nov., 2024: There is a \$25.00 USD (exact cash only) per person, departure tax required prior to entering through security. – sv Sugar Shack

1.11.2 Domestic Travel

1.11.2.1 By Air

Air Marshall Islands (AMI) +692.625.3731, www.airmarshallislands.net, amisales@ntamar.net. Located near RRE, park dinghy at Shoreline, turn right and it will be on the right side (lagoon).

Operated by the government and has regular flights to the outer islands on a weekly basis. Its fleet consists of a Dormier 228-212 and a Bombardier HDC Dash-8.

List of local airports in the outer islands:

https://en.wikipedia.org/wiki/List_of_airports_in_the_Marshall_Islands

Be aware that flights are changed frequently, schedules are posted in the weekly newspaper, and fares fluctuate often.

1.11.2.2 By Ship

The Marshall Islands Shipping Corporation +692.625.7447, rmiships@gmail.com, manages government ships which transports people and cargo.

Marshall Islands Marine Resources Authority (MIMRA) offers fares to the outer islands aboard its fishing vessels: M/S Lentanur, M/S Timur, M/S Jabro. For more information, contact Uliga Fish Market +692.625.2334.

1.11.3 Airport in Majuro

The airport in Majuro has a bank, post office, restaurant, and bar.

Bank of Marshall Islands +692.6253636. Hours: Mon & Fri: 0900-1800, Wed: 0900-1700, Tues, Thurs, Sat: 0900-1300. They also have Moneygram services.

Restaurant: The Hangar serves beer, wine, and cocktails along with breakfast, lunch and dinner.

Marshall Islands Postal Service: +692.625.3221, pmgmi@ntamar.net.

It is a \$5 taxi ride to the airport from Shoreline or MIR.

DEPARTURE FEE: For those departing the country, check into your flight, get your seat assignment and boarding pass. You will be required to pay a departure fee of \$20-\$35 per person. This is only paid in cash and is paid prior to boarding.

1.12 Communications

National Telephone Authority (NTA) published a directory with all of the numbers you may need and can be found on the very useful website: www.infommarshallislands.com/rmi-telephone-directory.

1.12.1 Internet and Cell Phone Coverage

National Telecommunications Authority (NTA) +692.625.9559. Hours: Mon-Sat: 0800-1700. Half way between Uliga and Delap, look for the very large satellite dish on your left. (07°05.556N / 171°22.851E).

They provide mobile phones, SIM cards, and Wifi hotspots around town including internet service to the mooring fields in Majuro. Location: Delap (before K&K) in peach building with green roof. Rates 10/2024:

- \$10.00 for SIM Card (bring passport)
- \$70.00/30 days for unlimited talk, text and data
- \$50.00/30 days for 50gig talk, text, and data
- \$25.00/30 days for 25gigs talk, text, and data
- \$20.00/30 days for unlimited talk and text only
- \$15.00/weekends only 25gig data

TOP UP: Unfortunately, NTA does not have a website, mobile app, or scratch off cards to top up your service. You have to return to the NTA office each month to top up your service. They used to have a service or app where you could pre-load money and pay your monthly top up but that stopped working.

If you are out in the outer atolls and cannot renew your monthly service, your account will be placed on hold. If it is on hold for more than 90-days it will be cancelled and you'll lose your number.

Most of Majuro and Ebeye are fully covered with 4G wifi service. This is easily accessible anywhere in the lagoon, near shore, including the two mooring areas. We found the connection "spotty" at Eneko and Enemonit.

The NTA representative told me that none of the outer atolls have NTA service.

The Alele Public Library +692.625.3372, Hours: Mon-Fri: 0800-1700 (Delap, next to the courthouse) has a computer lab that you can use for FREE. – sv Sugar Shack

1.12.1.1 Cruiser Reports

Oct. 2023: NTA sim cards worked on our phone. The packages are \$25 for 25Gb, \$50 for 50Gb, and \$70 for unlimited – all packages have a length of 1 month. Internet is good in Majuro and also on Ebeye – it works fine in the anchorages, but nonexistent in the outer atolls we visited.

Some of the Atolls either have, or are getting Starlink, so sometimes it is possible to get access that way. We got access in Wotje through their Starlink. – Iris

May 2023 You can buy sim-card at NTA which is the state telephone company. Internet is very good in Majuro but in Ebeye the signal was very weak. There is no coverage in Rongelap, Rongerick or Bikini. Bikini and Rongelap have telephone masts but they haven't been working for years. – Alice

1.12.2 VHF

The Majuro Cruiser's Net is on CH 71 at 0730 local time, Monday-Saturday. The net covers weather, social events, information offered or needed, project assistance, and treasures of the bilge.

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

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

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

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

1.12.3 SSB Radio Frequencies and Nets

The **Yokwe Net** operates out of Majuro, and covers cruisers in the Marshall Islands. It operates at 0745 Local time (+12 GMT), on 6224 USB. Purpose is for vessels underway coming to/from RMI and sailing between the outer islands. It is also used as a network between cruisers.

There is also the "**Shellback Net**" on 8161.0 khz USB at 2100 Zulu. This net covers cruisers heading west across Micronesia. (Note, as of Feb 17, 2014, this net was moving to 2200Z, as the bulk of the net participants moved west toward Palau, which is 3 hours earlier than Majuro time).

Pacific Seafarer's Net. If you're a ham, for longer passages. This is also a good frequency to have saved in case of emergency—the Hams on the PacSea net will move heaven and earth to help any boat with a true emergency—ham operator or not. Even when there is no net going on this frequency, there are often hams monitoring the frequency for emergency traffic.

The Pacsea net operates on 14,300 Khz USB at 0300 UTC. They start with a 'warmup session' at 0300, where you can call in and chat, and maybe hook up with someone who will make a phone call to the US for you. They start calling boats on the roll call at 0330, and when they finish (30-60 minutes later), they call for boats getting ready to go on passage to get on the list for tomorrow's net.

The net control is usually in Hawaii, but there are always relay stations on both sides of the Pacific to help with weaker signals.

Local SSB Frequencies: Many of the residents on the out-islands in the Marshalls have SSB radios. The nearer islands (Mili) stand by on a 5Mhz freq, but I don't know what it is. The rest of the atolls leave their radios on **8113.5** nearly all day. So, in an emergency where local help would be useful, a call on 8113.5 might be useful. The Majuro hospital frequency we were given is 8291.0.

1.12.4 News

Voice Broadcasts: Almost every long-range radio broadcast that had news (Voice of America, Radio Australia, etc) are now off the air and offer news only via internet.

News via Email:

2018: We use NPR (US National Public Radio) news feed when away from internet. It gives a headline with a short 2-3 line of data. There is some text that you have to ignore but does give you a basic summary of US news. You can receive this via Saildocs—send an email to query@saildocs.com with this in the body: "send <http://www.npr.org/sections/news/>. – Jacaranda

2013: We had success using Sailmail, in subscribing to a 'daily news email' from Reuters. We set it up so it went to a shore email address, and then we used Sailmail's Shadowmail feature to retrieve the daily emails when we felt we needed/wanted news, and had good enough propagation, to retrieve the email, stripped of all the graphics and stuff.

The daily 'US News', coming in through Sailmail, was only 7Kb. It contains the 'top 10' headlines, with a one sentence summary of each. Check out what Reuters offers at <http://links.reuters.com>

There are many other similar sources of a daily news email, but try them out on your internet email before you subscribe via your Winlink/Sailmail account!! And if you have Sailmail access, I strongly recommend you check out Shadowmail (it is not offered/supported under Winlink) – Soggy Paws

1.13 Cruising Information Sources

1.13.1 Local Websites

www.sailingmarshallislands.com - Mico Beach Yacht Club site

www.infommarshallislands.com

www.marshallislandsjournal.com

Kwajalein Yacht Club: www.kwajyachtclub.com and www.facebook.com/KwajaleinYachtClub

1.13.2 Noonsite

www.noonsite.com

The ultimate Cruising Planning Tool. Made possible by YOUR contributions. View 3 countries per month for free. For complete and total access membership is required at \$2.99/month. They also offer a premium service for \$6.99/month with more options.

1.13.3 Seven Seas Cruising Association

www.sca.org

The SSCA is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a monthly publication that is mostly letters from cruisers about the areas they are cruising. They also have a good website and a well-attended bulletin board. Membership is reasonable, and the monthly publication and indexed back issues are available electronically.

1.13.4 Ocean Cruising Club

<http://oceancruisingclub.org>

The OCC is a world-wide organization for cruisers whose primary function is to exchange information about cruising destinations. They have a website and bi-annual publication that is mostly letters from cruisers about the areas they are cruising. Membership is reasonable, and the publication is available electronically. Indexed back issues are also available electronically.

1.13.5 Cruiser Reports

We are indebted to the people and organizations that have documented their experiences and shared them with us. We can't do this alone. We rely on cruisers sharing updated information. So, please be sure to document and email us your notes at sherry@svsoggypaws.com.

Every section is a mix of several sources. For most of the earlier sources, we have gleaned the information off the internet (cruiser's websites, blogs, and online forum postings) or out of a Seven Seas Cruising Association bulletin. For the sources reported below, much of the info came directly from cruising friends, helping to round out the information in our various Compendiums.

A few details about the boats are included, so you can assess what 'a foot under the keel' means.

sv Sugar Shack (2024): Sv Sugar Shack is a 47' Catana catamaran: 15m long, 7.7m wide, 1.3m draft. Matt and Christine sailed from Turkey to the Caribbean, thru the Panama Canal and across the Pacific. They spent 4 months in Vanuatu in 2024. sv Sugar Shack was instrumental in the reorganization and update of the Marshall Islands, Vanuatu, Fiji, Tonga, and French Polynesia Compendiums in 2019-2024. www.svSugarShack.com

Hoptoad (2024): Hoptoad is a Moody Carbineer 46 (Ketch, Monohull) 14.5 x 3.5 x 1.8m. Sailed by Sonny and Margie from Seattle, WA, USA. This is our 2nd trip offshore, the first being a circumnavigation (1997-2002) on a Roberts 38 with our 2 teenage sons. We visited the RMI from July-Nov 2024. www.svhoptoad.com

Horizon (2024): Outbound 46' monohull, 46', 19 gross tons, draft 1.8m with Annette and Anders.

Alice (2023): Alice is a Swedish boat on a second circumnavigation. They spent several months in the Marshall Islands in 2023.

Iris (2023): A Hallberg Rassy 42F MkII (sloop, monohull). Length: 13.22m, Beam: 3.95, Draft: 2.0m, sailed by Kaare and Kirstine Dahl from Denmark, and we have visited RMI in Oct.2023. www.sy-iris.dk

Soggy Paws (2013): Is a CSY 44, a 44' monohull with a 5.5' draft. Soggy Paws arrived in Majuro May 2013 through Dec. 2013. We did a lot of exploration, especially on islands/atolls that had a lot of WWII activity. We blogged our experiences extensively while in the Marshall Islands: <http://svsoggypaws.blogspot.com/search/label/Marshall%20Islands>

Tracks and waypoints from ours and others' explorations in the Marshall Islands are downloadable here: <https://svsoggypaws.com/SatCharts/index.htm#marshalls>

Breakfree (2012-2013): Ants and Jane's blog is here: <http://breakfreeblog.blogspot.com>

Downtime (2012): <http://downtimecat.blogspot.com>

Savannah (2011/2012): Savannah is a 40 ft Owen Easton Catamaran. Monica collected and collated information as they passed through the Marshalls. Her guides are posted on their blog, plus additional information available in their various blog posts: <http://savannahsails.blogspot.com/>

Sloepmouche (2010-2012): Sloepmouche is a trimaran. They stopped in the Marshall Islands for about a year from December 2010 to early 2012.

Mr John IV (2010-2011): Is a Bristol 35.5 with a fairly shallow draft (for a monohull). He has a tendency to anchor in shallow water, so if you have boat with a draft over about 5 feet, take care!

These comments came from a PDF file floating around on the web called Mr John in the Marshall Islands or Mr John's blog. Useful guide and it includes some sketch charts which are not included here. John has graciously given Soggy Paws permission to publish his guides on our Files page. You can download this guide from here: [http://svsoggypaws.com/files/MrJohn-Marshall Islands.pdf](http://svsoggypaws.com/files/MrJohn-Marshall%20Islands.pdf)

Mr. John also has a blog, where they elaborate more on their experiences at each place. <http://yachtmrjohn.blogspot.com>

1.14 Printed Sources

An interesting read from a World Teach volunteer who spent a year on a Marshall Islands atoll...
Surviving Paradise: One Year on a Disappearing Island.

1.14.1 Cruising Guides

We are consciously NOT duplicating any printed, copyrighted information here. It takes a lot of effort AND money to publish a cruising guide, and we firmly believe that if it is still in print, you should BUY it, not steal it (in electronic form).

There are no cruising guides that cover the Marshall Islands.

1.14.2 Recommended Reading

For background, we recommend the following books:

Marshall Islands Culture - Surviving Paradise: One Year on a Disappearing Island by Peter Rdiak-Gould.

Bikini Atoll - Nuclear Testing - [Ghost Fleet, The Sunken Ships of Bikini Atoll](#) by James P. Delgado

1.14.3 Archeological and Underwater surveys of the Marshall Islands

Oct. 2024: Archeological and Underwater surveys of the Marshall Islands. Archeological and Underwater surveys of many of the atolls are available on-line. A wealth of information of many of the atolls was accumulated in the late 1990s/early 2000s by the Ministry of Culture and Internal Affairs (MOCIA). They sponsored land-based, and underwater (wreck) surveys of the atolls in RMI, focusing on archeological and cultural history including the oral history of the Marshallese people.

These surveys provide descriptions and locations (GPS coordinates) of cultural sites, Japanese ruins from WW2, and underwater wrecks of ships and aircraft. In other posts in this compendium, they are collectively referred to as the "Matt Holly pdfs" available from various places in Majuro. Surveys can all be found on <https://rmi-data.sprep.org/search> website with a little digging. Start off searching for "Cultural and Heritage", then enter your atoll of interest and go from there.

Here is a list of RMI pdf documents I have found on-line. (Google the name of the document directly.)

Land Based RMI Surveys:

- Archaeological Survey of Rongelap Atoll 2001
- Cultural Resources Survey of Namdrik Atoll, Republic of the Marshall Islands 2003
- Anthropological Survey of Arno Atoll. Preliminary Report 2004
- Archaeological and Anthropological Survey of Ailuk Atoll 2001
- Archaeological and Anthropological Survey of Aur Atoll 2001
- Archaeological Reconnaissance Survey of Bikej Island, Kwajalein Atoll 1999
- Archaeological and Anthropological Survey of Jabat Island 2001
- Archaeological Survey of Kili Island 2001
- Anthropological Survey of Likiep Atoll 2001
- Anthropological Survey of Namu Atoll 2001
- Anthropological Survey of Wotje Atoll 2001
- Anthropological Survey of Mejit Island 2001

Underwater based RMI Surveys:

- Archaeological Survey and Inventory of Submerged Cultural Resources in the Lagoon of Majuro Atoll 2000

- Archaeological Survey and Inventory of Submerged Cultural Resources in the Lagoon of Kwajalein Atoll 2000
- Phase Two Survey and Inventory of Submerged Cultural Resources in Portions of Maloelap Lagoon 2007
- Archaeological Survey and Inventory of Submerged Cultural Resources in the Lagoon of Wotje Atoll 2000
- Anthropological Survey of Jaluit Atoll: Terrestrial and Underwater Reconnaissance Surveys and Oral History Recordings 1999

The above information on Archeological and Underwater surveys was provided by Hoptoad.

2 Passage Reports

2.1 *Sailing To / From Marshall Islands*

2.1.1 *Vanuatu to the Marshall Islands*

Sept. 2024: Duration 10 days

We left during a particularly calm weather window knowing we would have to motor 2-3 days. Primarily because we were concerned with crossing the SPCZ and the ICTZ which are known to have unsettled weather, thunderstorms, and squalls.

We were able to sail for the first 6-hours on day 1 then it was a motor with 3-4kts of wind, sometimes on the nose for the next 6 days. Every once in a while, we were able to raise the sails but it never lasted long. We were able to sail on day 7 and 8 with wonderful conditions (15-16kts of wind, small swell) but we had both dagger boards down and were pinching at 34°. On the evening of the 8th day we had no wind and averaged 3-4kts all night. We realized then that our arrival to the pass would be at night so we slowed down.

On the eve of day 9, we were predicted for a 1900 arrival at the pass (sun set at 1730p). So, with 60nm to go, we dropped the sails, shut the engines off and drifted for 7 hours. Arrived at the pass around 0830 with 3 other cargo/fishing boats attempting to enter at the same time – a traffic jam!

We waited for all of them to enter and followed through the pass with no issues.

Note: After we crossed the SPCZ, about 300-350nm from Marshall Islands we started to encounter multiple fishing fleets. Each fleet has 5-8 fishing boats, one mother ship and 5-8 FADs. Some of these had AIS but some did not. So be aware as they do not give way!

In total, we ended up motoring 5.5 of the 10 days, which is not ideal, but made for a happy crew with good sea conditions. – sv Sugar Shack

2.1.2 *Fiji to the Marshall Islands*

Oct. 2023: We left Viti Levu in the end of September for the long passage up to Majuro. Doing this passage, we had to cross the ITCZ, which makes it a bit cumbersome. We had light winds most of the way, and ended up spending 16 days for the 1600nm passage, motoring for 40 hours in total. There were a number of thunderstorms around us, but luckily, we avoided them all.

Around Tarawa we encountered the Equatorial Counter Current, which slowed us down quite a bit, and took us a couple of days to cross. We had up to 2 knots current against us. The current sweeps around the islands in different ways, and is a bit unpredictable.

We entered Majuro through the Calalin Pass, which is very well marked and easy to navigate. Beware of the tuna boats coming in (or going out) as well as bigger shipping intended for Majuro. We ended up giving precedence to a large freighter in the channel. – Iris

May 2013: We left Savusavu, Fiji on April 19, and made short stops in Funafuti, Tuvalu, and Tarawa, Kiribati. We would have liked to have cruised the area more thoroughly, but the requirement to check in and out of the capital of each place made that a difficult proposition.

Savusavu Fiji to Funafuti: Passage Recap: 475 nm. 6 calendar days, 2 overnight stops (in Fiji), 608 NM, 117 Hrs Underway Time, 50 Hrs Engine Time. (High proportion of engine hours caused by having to motor east against the wind around the east end of Fiji for 2 days in light wind, then one day of squalls and light weather on the way to Funafuti). Very variable weather, squalls to 40 knots and calms.

Funafuti to Tarawa: Light and variable winds and a lot of motoring, crossing the equator.

Tarawa to Majuro: Passage recap: 384 nm in 66 hours (2 3/4 days), for an average speed of 5.8 knots. The trip was close on the wind the whole way, but not terrible. We kept up more sail than we usually would, because we were trying to get in in time to check in on Friday.

We didn't notice much current ourselves, but others have remarked on the current.

Our route was to stay east as much as possible, without having to actually go east of the islands on the way to Majuro. The course is generally 345 degrees, but we varied our course from 325 to 360 based on the wind and land situation, using waypoints on the NW tips of Butaritari and Mili as intermediate points. We were worried about the last bit between Mili and Majuro, but the wind swung a little more east (vs ENE), and the last leg that we had been worrying about was no trouble at all. – Soggy Paws

2.1.3 Tuvalu to Majuro

May 2024: We decided to go directly to Majuro from Funafuti so we could keep as much easting in hand as possible, for the last 250 miles where there are usually strong NE trades, squalls and rough seas. We had a whole mixed bag - no wind, wind on the nose, squalls and 1 day where we even had the spinnaker up. Luckily no thunderstorms but we could see plenty in the distance behind us. The passage took 9 days. – Ari B

Oct. 2011: From Tuvalu all the way up to Majuro, we were bucking a 2-3 knot current. It never really seemed to let up for any amount of time. We had virtually no wind, and had we not had such a bad experience in Tarawa (read on), we would have waited for a weather window. We motored the 2 of the 3 days. – Savannah

2.1.4 Tarawa, Kiribati to Majuro

Sept. 2010: As forecast not much wind so soon had the main and the spinnaker up and was making a respectable four to five knots in less than 10 knots of wind that was coming almost direct from behind. It was so directly downwind that I decided to try to put the main out to the opposite windward side so it wouldn't be so completely blanketing the spinnaker and causing it to collapse so often. The seas were also very flat and so the total effect is that you are gliding over the water in relative silence to any other point of sail and with such calm seas you barely know the boat is moving.

We picked up some cross current that has been with us for quite a while and varies 3knots-.5knot and so the heading of the boat as it “crabs” to keep us on course causes the wind direction to change quite a bit so there is lots of tending to the sails and the spinnaker collapses quite often.

This pattern kept up all afternoon but was quite enjoyable as the conditions were so wonderful. Fortunately, it all held up and I eventually decided to even leave the spinnaker up all night as the wind dropped of further in the evening and all indications were for a very calm night and with the wind this low we would barely be moving and not have any steerage without the spinnaker.

The wind piped up a bit to run about 8-13 knots and so with the main and jib up we were soon back to a peaceful sail at about 3.5 as much as five knots so I was very happy.

Day 3 – The spinnaker has been flying all afternoon now and helping out a great deal as the wind has varied a lot today. Sometimes drops off to below 5 knots and has built up to as much as 16-17 (all numbers apparent wind). No gusts it just comes and goes slowly so hasn't been too difficult.

Weather continues to be excellent and consistent. Hundreds of relatively small puffy white clouds everywhere and they are a bit bigger today so more shade from the sun but no sights of rain or change from what I can read from the clouds. Seas are up a bit with the swell as much as 1.5 meters at times so must have been a storm down south east of us. Makes for a bit more rolling compared to having been so flat the first two days but still a very nice ride.

Last Day - Had a slow and steady final day into Majuro with very light winds all last night and this morning. Even with the spinnaker speeds were sometimes down to under 3 knots but mostly 4-5kts and the seas remained very calm with the swell less than a meter and often almost none at all. Did run into some strange and strong currents, up to 5 knots at one point and they were from all different directions over the last 3 days. No big problem just had to do a lot of heading changes to counter act the push of the current.

Skies remained the same the whole trip, clear blue scattered with lots of small fluffy clouds in every direction.

About 15nm south of Majuro the wind finally died completely and didn't come back so I motored the last few hours as I made my way around the east side and over to the pass which is on the NW side of the atoll. I picked up a mooring ball just off the main commercial wharf at Uliga and am now waiting for the authorities to come aboard to do the check in. – Learnativity

2.1.5 Butariti, Kiribati to Majuro

Late 2010: With stops in Abaiang and Butariti our trip from Tarawa to Majuro was much easier but still close-hauled so do not give up any easting if you don't have to!

Nice day trip to Abaiang and just an overnigher to get to Butaritari.

From Butaritari, the angle of sail to Majuro is much better and we were almost beam reach. But keep in mind the westerly current that might force you to point 30 deg. more East. From the Eastern corner of Butaritari, it is 300nm to Majuro anchorage so about 3 days-2 night of sailing. – Sloepmouche

Dec. 2005: While the passage to Majuro was not one of my favorites, I think we really lucked out and it truly could've been multiple times worse. We departed early and lucked out with not a single squall hitting us until 3pm. We had 10' confused seas, so the ride was a bit bumpy, but the wind had shifted (as predicted) just enough that it was always aft of the beam.

Our first night included lots of rain and squalls, with a max wind of 40 knots (YUCK). We couldn't believe our eyes when we woke up to BLUE SKIES!

It was another rain filled night, and unfortunately the wind died around midnight, so we had to motor-sail the rest of the way to Majuro (about eight-ten hours).

With our arrival, Majuro hit its all-time record for the number of yachts in 1 year (about 30). – Billabong

Dec. 2005: We made a wet and fast, 36-hour sail through the squally ITCZ to Majuro. We had 18-25 knots consistently at 50° apparent wind angle and 12-15' seas with a 35kt squall about every two hours with 100% overcast and torrential rain about half the time.

Three yachts left the day after us and had a more comfortable but slower passage. – Interlude

2.1.6 *Majuro to Tarawa, Kiribati*

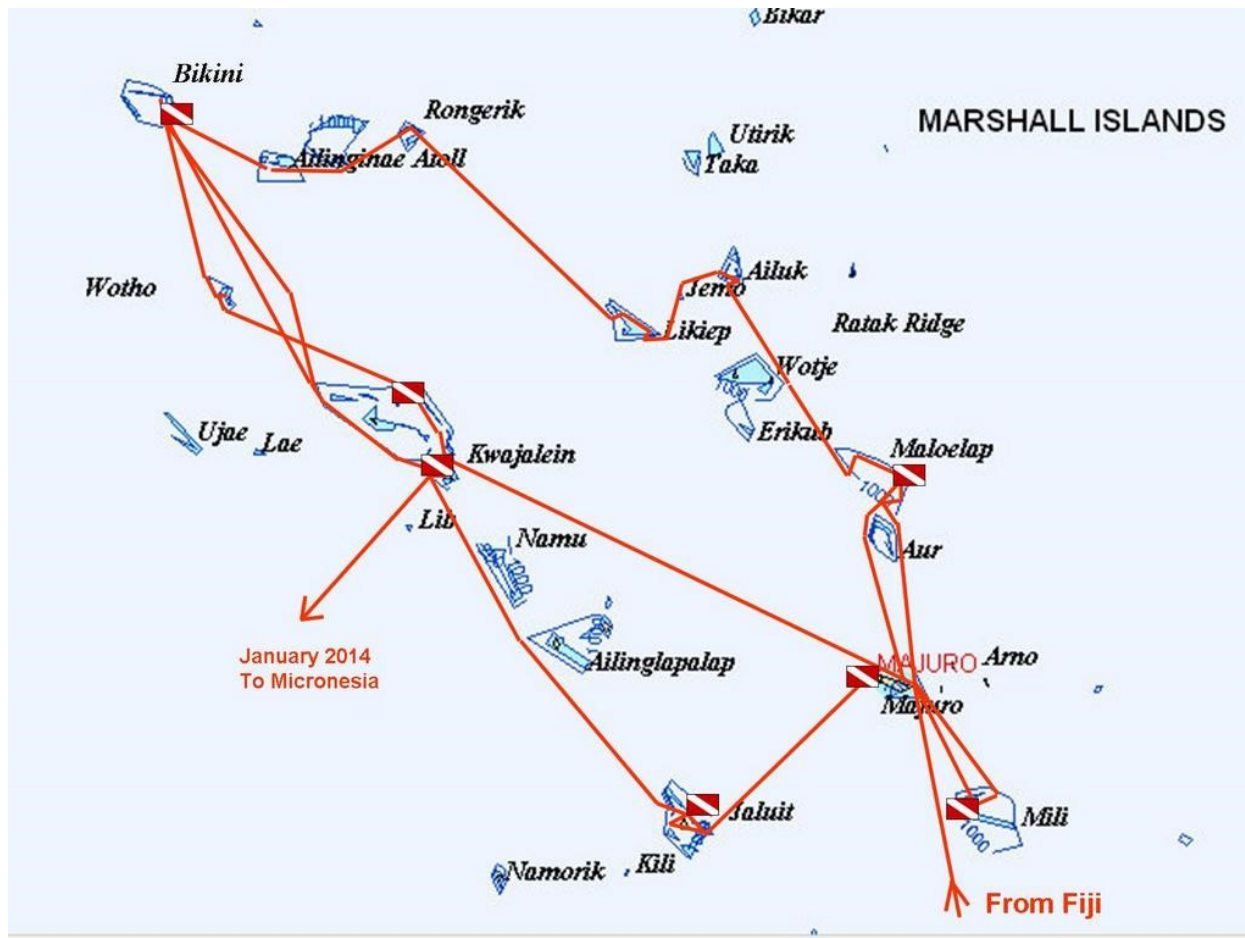
Early 2011: It was a struggle to sail into the wind and the wind kept us from sailing directly into Tarawa. We had to sail south past Tarawa then take a left-hand tack and sail back to the north east to reach Tarawa.

In four days, we arrived in Tarawa. In all it was an easy sail with fairly flat seas and it was nice to be going somewhere that we knew we liked. – Brick House

2.1.7 *Majuro to Funafuti, Tuvalu*

May 2024: It was difficult to find a weather window without squally, rough conditions. We took a window that showed the least rain accumulation for the first 3 days. We still encountered frequent 30kn+ squalls but I think that's just the norm for this section. It was a close reach for virtually the whole trip. We chose not to stop in Tarawa, Kiribati so that we could get as much easting in hand as possible to counter the strong westerly setting equatorial current south of Tarawa which was at times up to 2.5kn. Once we were south of Tarawa, we had very few squalls and no thunderstorms. The whole trip was either motoring, motorsailing or upwind sailing. – Ari B

2.2 Passages Up and Down the Ratak (Eastern) Chain



2.2.1 Majuro to Mili

Aug. 2013: We wanted to go to Mili during the near windless period in August to go dive on wrecks on the leeward side of the lagoon. We ended up having to motor-sail the whole way due to light winds. It was a very easy short overnight passage. – Soggy Paws

May 2011: We left Majuro mid-afternoon to time our arrival in Mili to be about 10am when there is good light. Departing Majuro, we had good conditions; mostly blue skies, sunny and about 15 knots of wind.

We continued down the west coast of the atoll as the sun set. We set a course SE for Mili and had a great night sail all the way there.

The wind kept creeping southward and so we had it mostly on the nose for the majority of the sail and had to keep bearing off a bit to the south as we were sailing right on the edge of what we can sail upwind (35-40). As we got closer to Mili we were too far west and motored into the pass on the NW corner of Mili.

The pass is small but plenty big enough and we made it through about 10am just as planned to give us good light for the visual navigation you need to do inside the atolls as you watch for coral heads (bommies).

Once inside the atoll we sailed down to the NW corner to the small village of Mili where the Mayor lives to show him our inter Marshall Island sailing papers and to ask permission to stay. – Learnativity

2.2.2 *Majuro to/from Aur*

Oct. 2023: We left Majuro at 4p to sail to Aur. The wind died as we came out of the pass at Majuro so we ended up motoring most of the way. We entered Aur lagoon through the West pass using the following waypoints

- 08 19.175°N 171 02.164°E
- 08 19.171°N 171 02.420°E
- 08 19.051°N 171 02.702°E
- 08 18.454°N 171 03.298°E

We anchored off Tabal Island. – Iris

Dec. 2012: We set sail at 9:00 pm for the 80mile trip to Aur Atoll. The winds were fresh and blowing 20 to 25 knots and we just set only the jib sail for the overnight passage.

We thought the seas would calm down when we were a few miles from land but they never did. If anything, they got bumpier! It felt like we were back in the North Atlantic with waves smacking us from all directions? There must be some strange currents around here causing all this wave action!

The wind had lightened but the waves were still crashing on the reef we would have to cross. Our charts showed several passes to the north and we hoped the skies would clear so we could clearly see the pass as we went through. Daria went forward to watch for bommies as we slowly went through the reef going through a pass just over 100' wide and 35' deep with jagged coral reef on either side with waves crashing. – Downtime

Dec. 2012: After spending a few action-packed weeks in Aur Atoll, we set sail back to Majuro with what looked like to be a good weather forecast. The winds had been blowing out of the NE for days and the weather report showed one more day of this wind direction as we raised the anchor sailed towards the south pass of Aur.

Approaching the pass, I could see this was not to be the case the wind had already clocked way south and had somehow already generated a nasty swell to go along with it! To make matters worse we could see a series of squalls stacked up on the horizon!

The pass into Majuro lay 65 agonizing miles to the south and I found myself furling and unfurling the jib for the next 5 hours as squalls would pass by blowing at over 30 knots and dumping tons of rain.

After 5 or six squalls passed, I have had enough of it all myself and left the jib most the way rolled up and started the engine. I set the auto pilot and radar alarm and then took a nap. By dawn the skies had cleared and we found our way through the pass into Majuro and motored our way towards the anchorage while beating into a 20kt SE wind the last 12 miles. Anchored safely we wondered how we could have had such crappy weather in both directions!? – Downtime

Dec. 2012: We left Majuro for an overnigher. Unluckily it was blowing from the direction we wanted to go so we had a bit of a bouncy upwind sail. We arrived in the mid-morning at the south entrance to Aur Atoll and spent the day sailing across the lagoon to the island of Tabal in the NW corner, where most of the population (about 300) of Aur had decamped for the Christmas festivities. – Breakfree

Aug. 2011: Aur is an easy 77nm overnight passage going North from Majuro. We heard that seas can be quite confused in the vicinity of each atoll but we lucked out, we had a very nice passage with East winds 10-13 and no sudden squalls! – Sloepmouche

2.2.3 Majuro to/from Maloelap

Oct. 2024: We left the Majuro anchorage at 1400 with light forecasted winds from the SE. It was a very slow "sail" across the lagoon taking us about 3 hours to make the 12nm but it was a sunny, beautiful day. We departed out of the Calain Pass "shortcut" at 07°09.390N / 171°12.087E and followed our friends tracks out with no issues. With full sails we enjoyed a nice, uneventful passage.

Around 0230 the wind dropped below 5kts so we dropped the sails and turned on one engine. We did not want to arrive too early so we kept it slow at 4.5-5kts. We arrived at the pass at 0815 with a beautiful rainbow, clear skies, no wind or swell. Nice, easy, deep pass to enter. We raised the sails and slowly made our way to Taroa to greet the mayor William Saito.

Passage time (hook to hook) 21hrs, 107.3nm, avg. speed 5.1, max speed 8.8. Remarkably we never had to switch Starlink to Mobile Priority. We had "standard" services the entire passage. – sv Sugar Shack

Sept. 2013: We had much better winds for our second passage down from Maloelap. We left the SW pass at about 4pm, and with an easterly wind at 10 knots, had a nice sail at 5.5-6kts all the way to the pass at Majuro. This was the only all-sail passage we have had in about 2 months! – Soggy Paws

Aug. 2013: We had very light winds for this whole passage. We chose to go west of Aur but could have easily gone east, because we were motor-sailing. We did sail some once clear of Aur, but had to point up a little to keep wind in the sails. Finally, about 15 miles out we motored in. – Soggy Paws

2.2.4 Majuro to Wotje

Dec. 2012: Majuro to Likiep atoll some 200 miles to the NW with Plan B to Wotje.

The winds were forecast to blow out of the east at 10-15 knots, but we found ourselves motor sailing in little or no wind the first few hours. We set sail at 10 am and calculated our arrival sometime the following afternoon using 7 knots as an average speed.

When making a good Plan A we find that we must also include a good "Plan B" just in case. This trip started just that way... We were going much slower than 7 knots average speed and calculated that at this speed we would arrive way after dark thirty the next day and there is no way either of us were going to attempt entering a poorly charted atoll at night.

Plan B was to stop at Wotje Atoll some 60 miles closer but was also 20 miles further east (closer to the wind). We changed course with plan B in full force when things started getting interesting. After motor sailing for 5hrs the winds started picking up and a series of squalls could be seen in the eastern skies.

With the sails reefed and the sun setting the winds filled in to the forecasted 20 knots and Downtime was in her element, chewing up miles while charging across the ocean swells at just under 10 knots. At these speeds it is very noisy and rough aboard when the boat crashes through the waves.

We were ready for the next squalls and saw them clearly on the radar as they approached. Like before, the winds would pick up to over 30 knots when they passed but only lasted 30 to 40 minutes.

We sailed on with the last of the squalls behind us in 20 knot winds and calculated our arrival at the pass somewhere around 6 am. We would be passing close to Erikub Atoll which we found out is the slash down zone for long range missile testing for the USA. We hoped there would be no testing tonight as we sailed by!

Plan B was working out well and we cleared the pass by 7 am but found ourselves motoring the last 12 miles across the atoll straight into the 20 knot winds towards the anchorage on Wotje Atoll. Luckily the bommies (coral heads) inside the atoll had been knocked down by the navy years ago because our

new charts seem to be off by a few hundred feet! We figured this one out when our track line went right through the middle of an island on our way through the pass! By noon we had the anchor set and spent the rest of the day taking it easy after a rough sail. – Downtime

2.2.5 Aur to Maloelap

Oct 2023: We had a nice short sail from Aur, exiting through the west pass the same way we came in and entering the South pass using Sloepmouche's GPS coordinates. The pass is very easy and does not present any problems navigating in good visibility. – Iris

Aug. 2011: Our passage from Aur was easy in 15kt of East wind and regular seas. After one tack we entered via the Southern pass (outside 08°31.98N / 171°06.31E then inside 08°32.33N / 171°06.47E) and sailed all the way to Airik Island in the SE corner. – Sloepmouche

Feb. 2011: Tabal to Airik in Maloelap is about 23 miles so if you leave at 1000hrs to arrive about 1400Hrs you'll have the sun over your shoulder on both passes. – Mr. John IV

Oct. 2010: We left Tobal, Aur about 0800. I had thought it was about 25 miles pass-to-pass, but turns out it is 25 miles total from Tobal to Airik, Maloelap. We got here about 3:30. Not too bad considering the 1.5 knot adverse current and the 15-20 knot wind nearly on the nose! We sailed down the lagoon in Aur, then motor-sail the rest of the way. Lots of the time under 3 knots. But we made it OK. – Katie Lee

2.2.6 Maloelap to Wotje

Oct 2023: The biggest problem for this passage is that the logical way is to leave Maloelap at the northern passes entering Wotje at the southern passes, however there is only 50nm between those passages, which is too long for a day sail, and too short for a night sail. We decided to leave through the south pass in Maloelap and entering through the Schischimarev pass, and had a nice 10-15 knot wind all the way for a smooth sail. The current between the Atolls can be quite strong, so you need to steer quite a bit easterly to compensate. – Iris

2.2.7 Wotje to Ailuk

Aug. 2011: We had to tack several times to get here from Wotje because a strong Westerly flowing current pushed us out at least 30 deg to port. You do not experience it when sailing close to the western side of atolls but as soon as you are in the open, there it is frustrating your progress if you try to head North! Since we arrived at the atoll at night, we decided to hang around the west side in the lee until daylight (even then seas were rough with the strong winds we were experiencing). You want to stay at least 1 nm off the atoll's edge since your radar won't pick up the low fringing reefs. When the sun was high enough, we entered the lagoon by the deep and straightforward Marok channel (10°21.812N / 169°54.461E). (Note: There is a pass on the South end of the atoll that we thought about using, but our friends on *La Gitana* reported it quite shallow looking and they used one of the Northern passes, all deep enough for inter-islands boats.) Once inside Ailuk lagoon, we had a very nice sail straight for Ailuk island, in the SE corner. – Sloepmouche

2.2.8 Likiep to Ailuk

Note that there is a small island/reef area (Jemo Island) between Likiep and Ailuk. As always, the charts are off a bit. Here are some waypoints I plotted off a GoogleEarth chart:

NE reef: 10°06.4N / 169°34.3E

SE reef: 10°04.3N / 169°31.5E

W reef: 10°04.95N / 169°31.2E

Make sure you stay well clear of this area at night--currents are reported strong in this area.

July 2013: We made this passage as a "short overnight". We left Likiep right after lunch, on a day with the wind about 085T at about 12-14 knots. The forecast was for the wind to go south of east overnight.

As usual, the forecast wasn't perfect. It did go south of east somewhat, but also went back much faster than forecast to the prevailing ENE.

We struggled with our big heavy cruising boat with a shoal draft (5.5 ft) to make headway to the east on either tack. With the effect of the west-bound current, we were able to only make about 160T on the SE tack and about 015T on the NE tack.

We started out motor-sailing almost due east, hugging the south coast of Likiep, until we were sure we could clear the SE point, which sticks out a long way. Then we tacked over (still motor-sailing) and made sure we WERE clear of the SE point, before turning off the engine.

We were able to sail most of the night, but ended up about 15 miles downwind of Ailuk. That far out, we were getting a little "lee" from the big waves, but there was still a 2-3' "chop" which prevented us from just motoring straight in. The waves were very confused, so no matter which way we motor-sailed, it seemed we had waves on the nose. Finally, at about 5 miles out, we were getting enough lee that just motoring would be feasible. But by this time, we had a nice angle on the Erappu Channel, and sailed on in. – Soggy Paws

2.3 Passages between Ratak and Ralik Island Chains

2.3.1 Majuro to Kwajalein (Kwaj)

May 2023: Our Plan was to sail north from Majuro to Maleolap, Rongerik, Rongelap, Bikini and then down to Kwajalein (Ebeye) to clear out. In this way we didn't have to beat against the wind all the way back to Majuro. We ended up skipping Maleolap and sailed straight to Rongerik. – Alice

May 2013: We had an easy passage from Majuro to Kwaj. We sailed off our mooring in Majuro about 10am on Mon., and arrived at Kwajalein about 5am on Wed. The only struggle on this passage was the wind was far enough aft of the beam to cause our windvane to have trouble steering. We ended up on autopilot (who wasn't happy either). With a little current pushing us along, we averaged almost 6.5 knots (about .75 higher than normal), and arrived earlier than expected. – Soggy Paws

Sept. 2011: We had a quick and relatively comfortable sail from Majuro. We left one afternoon and arrived early morning after a 2-night passage. The Bigej pass (SE lagoon) is straightforward and we entered before light and proceeded all the way to the anchorage in Ebeye using exact GPS points taken on Google Earth and the radar, following the islands. – Sloepmouche

Aug. 2011: We had originally planned to visit Kwajalein atoll after Likiep and then sail back to Majuro from Kwajalein. Looking at our tracks going north, a result of predominant winds and westward current, we came to 2 conclusions. First, if we cruise the Ratak chain again, we would sail from Maloelap directly to Ailuk and visit Wotje after Likiep on the leg back to Majuro, Second, sailing from Kwajalein to Majuro would be a very difficult sail with lots of tacking ... thus our decision to keep Kwajalein atoll cruising for a separate cruise departing from Majuro, exploring some of the Ralik chain on our way West towards FSM. – Sloepmouche

Dec. 2011: We saw 12' seas, squalls with 40kt winds, and at one point we had a hull speed of 12 knots. Some catamaran crews dig 12kts. I do not! The 12' seas I'm talking about were "confused" and coming mainly on our beam. – Savannah

2.3.2 *Majuro to Rongelap/Rongerik*

Dec. 2011: It was a quiet sail direct from Majuro for about 24 hours, and then the wind died all together. We had diverted temporarily east of our rhumb line because a small open power boat was lost at sea, but it was recovered before we even knew the precise area to look. When the wind died, we drifted for days, sometimes motoring for a few hours looking for a helpful current. The currents in the atolls are not always predictable and can run contrary to what would seem obvious.

When the wind came up, it came on strong and was of course on our nose. We beat to the most accessible atoll which was Rongerik. – Brick House

2.3.3 *Majuro to Jaluit*

Sept. 2013: The wind died in the RMI about 1 August, so we have been motoring everywhere. We had one 2-day puff of wind that let us sail down from Maloelap to Majuro. We waited in Majuro for another such puff, and thought we had a forecast for ESE winds at 9-10 knots, which would have been acceptable.

However, the wind was 7-8 kts ENE-NE, and it ended up being behind us. We logged only about an hour and a half pure sailing on this 24hr trip. However, most of the trip we had a following current. We left the main pass at Majuro about 3pm, and arrived at the Southeast Pass at Jaluit at around 2pm. – Soggy Paws

2.3.4 *Wotje to Kwajalein*

Oct. 2023: The passage to Kwajalein is a nice 160nm trip, which took us a day and a half. In the pass between Wotje and Loj island we encountered and 1½ knot west going current, but apart from that we had 12-15 knots wind from southeast and only 1-2 meter following waves – smooth sailing. – Iris

2.3.5 *Bikini to Rongelap/Rongerik*

June 2013: We finally saw a decent weather window coming up for the ~90-mile trip to Rongelap. We were hoping to be able to catch an extended window, make it to Rongelap, get checked in and get permission to go to Rongerik, see a bit of Rongelap, and make it all the way to Rongerik (another 30 miles into the wind), in the same light wind period.

We left Bikini at 0915 with winds at 065-070T at 12 knots. The direct route from Bikini to Rongelap passes just north of Alinginae Atoll. If the wind was down and the seas flat calm, we would have motored straight to Rongelap, passing north of Alinginae. But once we got going, the wind and waves were such that we opted to use Alinginae as a wind/wave break for the NE winds and waves. So instead of motoring almost straight upwind on the most direct course, we motor-sailed SE to the SW corner of Alinginae, then hugging the Alinginae coast as much as we dared at night, motored upwind in the lee provided by the atoll. It was a great plan, and mostly worked, but we found that the "lee" petered out about halfway up the south coast. Then it was slow-going... motoring into light winds, seas, and a light current.

We had nearly a full moon and great conditions while motoring along Alinginae. There was enough moon to see the breakers off to port when we got in close. With the CM93 (CMap) chart off by nearly a half a mile, we were relying on the Google Earth charts that we had made, to keep us out of trouble. (The Navionics iPad chart was off too, and the Garmin didn't have much detail).

Finally, about midnight we cleared the SE corner of Alinginae, and were able to tack (still motor-sailing) up into the gap between Rongelap and Alinginae, where we got some relief from the wave action from

Rongelap Atoll. The timing and conditions being right, Soggy Paws tacked off (still motor-sailing) to head around the SE tip of Rongelap.

Long story short, the predicted shift from ENE to ESE winds, which would make our tack from the SE corner of Rongelap to the NW corner of Rongerik a pleasant sail, didn't happen. Instead of 12-13 ESE, we had 15-18 ENE... right in our face. So it was a wet and windy day. We tacked 3-4 times! But we arrived in the anchorage at Rongerik before sunset, exhausted and salty.

We again used our Google Earth charts to choose where we would enter through the wide western pass area at Rongerik, and to watch for isolated coral heads on the way across the atoll to the anchorage on the east side. With the sun behind us, it was easy.

For a crow-flies distance of 116 NM, we covered roughly 145 NM in 32 hours, unfortunately having to motor at (mostly) low RPM's the whole time. Had we tried to just sail it, we'd have spent probably another 24 hours tacking around. – Soggy Paws

2.3.6 Rongelap to Rongerik

July 2013: We essentially did this trip--from the SE Pass of Rongelap to the NW (Bock) Pass at Rongerik, on our overnight from Bikini to Rongerik. We were directly off the SE pass of Rongelap in the early morning, and motor-sailed ESE, and short-tacked NE to the NW Pass at Rongerik.

Rongerik is a small atoll and doesn't provide much lee, and the seas get confused toward the southern end and the northern end of your tacks. But we made it in 15-18 kts ENE, in a long day.

Our friends sailed up inside the east side of the Rongelap Atoll, overnighted behind one of the islands near the pass, and left Rongelap in the early morning through the NE Pass. From there it's only 25 miles pretty much due East, to the NW (Bock) Pass at Rongerik. It's not fun going upwind, but it is a daytrip, and somewhat sheltered from the big swell, once you get about half way across. – Soggy Paws

2.4 Passages Up and Down the Ralik (Western) Chain

Note that the Kwajalein Missile Range area actually extends well east and west of Kwajalein Atoll. Passing vessels are advised to ascertain whether there is any missile activity. Usually the "range closures" are for very specific time windows, so even if there is range activity, you can find a window to transit the area safely. (See Kwaj section for details).

2.4.1 Kwajalein to Bikini

May 2013: We left the Kwaj Small Boat Marina at oh-dark-thirty, with the wind at 080 degrees at 10-15kts (in the protected harbor). We went out the South Pass at Kwajalein Atoll, and then sailed with light winds aft of the beam close in up the west side of the atoll. The course was about 305 degrees.

We rounded the NW tip of Kwaj about sunset, and hardened up to 330 degrees direct for Bikini. This is one of the fastest passages we've ever had. Partially because of the nearly perfect sailing conditions--not too strong, not too light, and just aft of the beam, but also because we must have had close to a knot of current behind us at times.

We noticed a couple of times on passage that the waves got really rough and confused. Later in our travels through the Marshall Islands, we came to recognize these "washing machine" conditions. Usually they are caused by the current over the bottom landforms--upslopes, and islands. Usually they are short-lived. One minute, it's very rough and the boat is all over the place, and the next minute, it's back to smooth sailing. It's worse of course, going upwind!! – Soggy Paws

2.4.2 Jaluit to Kwajalein

Sept. 2013: We made the final leap of our summer's cruising from Jaluit back to Kwajalein Atoll, where we'll leave Soggy Paws. This trip was 251 nm, anchor to anchor. And we could have water-skied the entire way, the wind was so calm.

With 5 knots of wind the ENTIRE trip, the passage was exceedingly easy. Most of the time the wind was out of a northern quadrant, so it was essentially "on the nose". Since we were on a schedule, we just motored.

The only really memorable part of the trip was that Kwajalein was having "range activity" during the last night, and I happened to look up at just the right time, and saw the missile (?) streaking in to Kwaj. It was kinda cool (but short-lived). The main activity at Kwaj is testing missile defense systems, and they shoot something into the area every couple of months. This is the first one we've seen ourselves.

Because we've been sending in Position Reports via Winlink, we get an advance email from some ham on Kwaj advising us of pending launch activity--the exact coordinates of the closure area, and the times the area is closed. The same notices are posted on shipping channels (Navtex, etc) so the shipping in the area knows about it. Most of the launches are scheduled for late night/early morning, so it's not usually a factor in moving around during daylight hours. – Soggy Paws

3 Majuro

3.1 Approach and Arrival

Contact the Yokwe Net on SSB 6224 at 0745 a few days out. This is a net of primarily people hanging out in the Marshalls. It is very informal and someone will be able to hear you and relay your ETA.

Also, you can contact the Meico Beach Yacht Club and/or the cruising fleet in Majuro on VHF 71 as you get closer to the lagoon. The Mon-Sat VHF net is at 0730, channel 71, and the cruisers hang out on 71 most of the time, as channel 16 is taken up by chatter from fishing boats.

Arrival Alert: If you contact someone ahead, someone will help you moor and inform officials of your arrival. You can contact the cruising fleet on the Marshall Islands WhatsApp group or the Sailing and Cruising Marshall Islands Facebook group, or email the MBYC at miecobeachyachtclub@gmail.com.

3.2 Passes

3.2.1 Majuro Main Pass

Sept. 2024: We entered at 0800, high tide, following 3 large fishing boats. It was a traffic jam waiting for them to get organized, get the pilot boat, and go through. We hung back and let them enter first giving us additional tracks for the pass.

The pass is wide and deep. Not all of the markers are in place, but Navionics seems to be accurate. We had no standing waves or current.

We were told that the markers are NOT lit at night and there is a ball marker just below sub-surface.

Do not attempt to enter the pass when there are 2.5-3-meter seas outside (typically January-March) as the pass becomes very treacherous. – sv Sugar Shack

May 2023: We had a big swell coming with us when we went through the pass. It looked really scary with breaking waves all over the place but, going through was actually not bad at all. Our charts were very accurate. All green beacons were in place, but 2 red beacons were missing. – Alice

Sept. 2013 - The main pass at Majuro is used by big ships at all hours of the day. They all looked like they were in place (not exactly as charted, but close) when we were leaving Majuro. They will show up on radar, and may be lit (we went out in the daytime). – Soggy Paws

May 2013: Charting: Our CM93 chart, version 2010, is very accurate. But (properly created) Google Earth charts are even more accurate. – Soggy Paws

3.2.2 Calalin Pass

Sept. 2024: From the inside heading out, 07°09.390N / 171°12.087E. We left from this pass as we had our friend's multiple tracks and had very light winds, no swell, and bright sun to guide us through. If we used the main pass, we would have had to beat into the wind for 5nm to Maloelap and it just made more sense to exit from here. Lucky for us we had no problems.

However, we later learned that it is recommended to use the main pass and NOT the Calalin pass. This pass tends to be treacherous and has a rather large bommie in the center to avoid. Not worth the potential danger to save a short 2.5nm. – sv Sugar Shack

2007: This pass is a small pass just east of the main pass. If coming from the east, it cuts a couple of miles off the trip into the lagoon. Took new waypoints coming in the Calalin Island pass at Majuro Atoll. These put us just a little more than 1/4nm (by radar) off the edge of Calalin Island. The least depth was 40' at the outside and inside waypoints with about 100' deep at the middle waypoint.

Outside: 07°09.364N / 171°12.059E

Middle: 07°09.149N / 171°12.151E

Inside: 07°08.980 N / 171°12.230E

Provided by – Amulet

3.3 Majuro Island

3.3.1 Anchorages

There are two sets of mooring fields located in Majuro, one in the south and one in the north. As with all moorings, be sure to inspect them.

The MBYC or someone in the cruising fleet will be able to tell you whose mooring you are on so you can make arrangements for payment.

3.3.1.1 South Mooring Field

South Moorings: In front of the Mobil Tanks. Pay Matt Holly, +692.455.5567, for the use of his moorings. He is located behind the EZ Price. Matt requires 30-days up front at a cost of \$1.00 per foot per month (if you have a 40' boat it is \$40/month). Payment can be made via paypal at matthollymarshalls@yahoo.com.

Cary Evarts has a small number of moorings for \$2/day. Contact him on VHF 71 or +692.455.3044, caryevarts@yahoo.com. Inspect mooring.

Ben Chutaro moorings available for lease all private now. +692.625.8321 or +692.625.2256

Anchoring: It is not advisable to anchor in front of downtown Uliga as the ground has a shallow amount of sand on rock. However, in 2023 several small boats anchored between the mooring field and shore. Please note they had to move each time there was a southerly or westerly wind & swell.

Additionally, a few boats anchored near Delap park. However, they were later asked to relocate.

Sept. 2024: We hailed the cruiser fleet and had one of the MBYC members meet us at the mooring field to assist us with our mooring which was located at 07°06.212N / 171°22.422E (Matt Holly's mooring). The mooring had one giant loop that was about 2" wide and was connected to a rather large alternator (or something) on the bottom of the sea bed which could easily be seen from the deck.

The more permanent yachts are still located in the southern mooring area. There was only one boat in the North mooring area (and it was for sell and had been there awhile). I can imagine you get a lot of boat traffic in this area. Several of the moorings were considered unusable as they needed repairs.

There are 19 wrecks within the mooring field. Lots of underwater exploring. – sv Sugar Shack

June 2011: The South field is where most of the permanent yachties seem to be moored. This is where many of the "problems" occurred, but seem to have been stopped at this time. We have not had any problems and our mooring has held in 40 knots of wind. We were also guided to this one by Cary, who stopped us from picking up another mooring and then handed us our mooring line. How sweet was that! I believe he checks and maintains most of the moorings, north and south.

Half the price. Less wake activity, quieter when concerts are going on at the Shoreline. In either case probably best to choose a mooring farthest from shore, less flies, shore noise, and pollution. The lagoon has a high content of E coli, so our mantra is "The Solution to Pollution is Dilution"

3.3.1.2 North Mooring Field

North Moorings: In front of the Robert Reimers Enterprises (RRE) in Uliga. Pay at the Western Union desk in Formosa Supermarket.

It is possible to anchor to the north of RRE in front of Kirt Pinho's area (which can usually be identified by a large crane) and between the capital building and the Marshall Islands Resort. However, security may be an issue

May 2023: The two mooring fields still exist but I don't know if the moorings are maintained, and nobody else seems to know either. When you arrive, ask around the other boats which mooring to take and they will show you. Always try them out and dive on them. – Alice

June 2011: NORTH: Closer to main dingy dock, nicer view(?), more expensive, wakes from crew and pilot boats and seems nosier from ships anchored astern. – Before

3.3.1.3 Dinghy Landings

There are 4 places to leave your dinghy.

At **RRE/Shoreline** (07°06.482N / 171°22.267E) is the most used, it is convenient, but can be busy. Park on the short side (front or back) of the floating pier. Local boats use the side portion of the floating dock. During westerly winds the dock is removed and put onshore until the winds shift.

MIR (Marshall Islands Resort) (07°05.208N / 171°22.412E): Enter this area in between the two white PVC pipes that are sticking out of the water. They mark the entrance between the reefs. This dinghy dock is best if you need to go to K&K Island Pride, Do it Best, Copymasters. Tie your dinghy to the far-right end of the dock (out of the way of the main area) and raise your engine as it will hit the seabed during low tide.

Uliga Dock: In a pinch, or at night, you can tie your dinghy to the side of one of the fishing boats tied to the wall. Do not lock your dinghy, but tie up the bow and stern to the fishing boat. There is a possibility that your dinghy will be moved as they shuffle boats around. You will have to climb over several boats to get to the sea wall but this appears to be “common practice.”

All property along the shore is private with the exception of Delap Park.

Delap Park: Located directly across from K&K Island Pride, is Delap park which is a small beach area 07°05.363N / 171°22.713E. Last year, 3 out of 4 dinghies were “borrowed” from this spot and if the dinghy was not missing it was covered in sand/water and anything that was lose was gone. However, if you need to do a pickup/drop off it is convenient. Just be careful as there are several pieces of metal rebar sticking out as you enter toward the shore.

3.3.2 Formalities

See “Customs and Immigration” section 1.7 for specifics on all formalities.

Customs: +692.625.8606, mof.rmiculture@gmail.com, located in the building known as Ann’s Palace (multi-story, peach colored building opposite Marshall Islands Resort) on the bottom floor. 10-minutes from the anchorage. Overtime fees are \$100.00

Immigration: +692.625.8633, rmi_majuro@rmiimmigration.org or mof.rmiculture@gmail.com, <https://rmiimmigration.org>, located in the green Mako Building (5th floor), which is 3-minute walk from Customs on the same side of the road. Overtime fee is \$100.00.

Port Authority, +692.625.8269, +692.625.6170/6179, rmiports@gmail.com, located in the new blue MIMRA building, on the 2nd level. This is a temporary office that they use until their office at the Uliga commercial dock is finished. Fee is around \$10.00 which is sometimes waived for outward clearance.

Ministry of Affairs +692.625.8240 located in the tan building on the lagoon side, next to the Mobile oil tank farm), 2nd floor. Visit here for inter-island permits.

Sept. 2024: We sent the pre-arrival email to all of the noted authorities (see section 1.8) upon our departure from Vanuatu, then sent a second one 72 hours prior to arrival and a third one 24 hours prior to arrival. We did not receive any reply.

After we came through the main pass, we hailed Port Authority on VHF 16. They advised us to call again once we were moored. We did and they sent the officials out to our boat to complete formalities.

Three officials came onboard: Immigration, Customs, Biosecurity. They took a photo of the boat, came onboard and completed the formalities. The entire process took less than 15 minutes. Immigration had to take our passports to his office to stamp, but we were able to pick them up 2 hours later. No fees were charged, no searching or investigating on the boat. Biosecurity asked if we planned to take anything to shore and we said “no” and that was that.

We did not receive any documentation and they took our departure paperwork from Vanuatu. Little strange to have no paperwork, just a stamp in our passport. – sv Sugar Shack

May 2013: Karin on Seal helpfully arranged for an appointment at Shoreline on Friday afternoon, for Customs and Immigration. When we showed up promptly at 2pm, the Customs guy was already there. He took our Tarawa clearance papers, we did not have to fill out any forms and he did not give us anything. Then he called the Immigration guy on his cell phone and was informed that he wasn’t coming down. So, we took a taxi to Immigration. The taxi dropped us at the Government building Immigration was relatively quick—fill out a form, get the passports stamped. And done. – Soggy Paws

3.3.3 Yachtsmen Services

3.3.3.1 Cooking Gas (Propane and Butane)

Marshall Islands Propane Gas +692.625.6426. Located at 07°05.789N / 171°22.766E. Hours: Mon-Sat: 0800-2200. Sun: 1200-1700. Ask for Wally Milne They have a large variety of adapters and they had no issues filling U.S. style bottles. A 20lb bottle cost \$37 in Jan. 2024. They offer free delivery and have a dinghy dock on the lagoon side.

Marshall Energy Company (MEC) +692.625.3827 and +692.625.3829, customerservice@mecrmi.net, Located in Delap, Majuro. Hours: Mon-Fri: 0800-1700, Sat: 1000-1400. They only sell new bottles; they no longer do refills. Pay ahead at the MEC offices, take receipt to the MEC tank farm. Taxis allow propane tanks in the trunk.

Aug. 2013: Taxi to MEC to pay and then taxi to tank farm and fill. The price was about \$1.90 per pound--\$38 for our 20-lb tank. They fill both kinds of American tanks. You specify how much you want when you pay, and then take the receipt to the fill place. The fill place is out beyond Marshall Islands Resort (MIR), on the opposite site of the road. The taxi drivers know where it is. – Soggy Paws

3.3.3.2 Fuel (Diesel and Gasoline)

Diesel and gasoline are available for purchase in Majuro and Kwajalein? In other atolls, if you are in dire straits, you can likely purchase a small amount locally, but expect to pay \$10-\$14 per gallon. See Majuro and Kwajalein sections for details.

PII (Pacific International Inc) (next to the Delap docks) offers a significant savings. There are no minimum requirements, but it does necessitate a vehicle / taxi. Good quality and less expensive than standard fuel stations. See Nov. 2024 Sugar Shack report below.

Marshall Energy Company (MEC) +692.625.3827 and +692.625.3829, customerservice@mecrmi.net, Located in Delap, Majuro. Hours: Mon-Fri: 0800-1700, Sat: 10—1400. MEC offers a 15-30% savings over Shoreline but they do have a 55-gallon minimum. This is considered “low-grade” fuel, be aware.

Nov. 2024: General pricing at the fuel stations \$7.10 for Gasoline, \$6.80 for diesel / per gallon.

Shoreline sells gasoline at \$7.10/gallon but typically does not have diesel.

The most “convenient” fuel station is across the street from RRE / Ace Hardware. However, it is the most expensive.

The **least expensive and best fuel quality is at Pacific International Inc (PII)**. Take a taxi (bring a tarp to protect the car), go to PII offices (07°04.952N / 171°21.179E) first to pre-pay (if you want to pay with a credit card) or go straight to PII fuel area (to pay cash). The fuel area for PII is further down the road, after the bridge. Diesel will be on the left and gasoline will be on the right sides of the street. It is just a fuel pump under a cover, nothing will say (PII). Pricing will be \$1.50-\$2.00/per gallon cheaper for both diesel and gasoline. We paid \$5.25/gal here and everywhere else was between \$6.50-\$7.10/gal so it was a huge savings. We prepaid for 50 gal and ended up taking 60gal and just paid the difference in cash at the pump. We repeated this process several times.

Marshalls Energy Company (MEC) sells fuel. Prepay at their offices and schedule a time to take your big boat to the commercial dock (private vessels must give way to commercial vessels at all times). There is a little house on the dock where you show your receipt. The dock has tires (as fenders) which can tend to leave marks on your boat. The fuel is very cheap here (the cheapest in RMI) but it is low grade fuel. – sv Sugar Shack

Oct 2023: The pump at Shoreline was broken while we were there, and reportedly had been broken for some time. The nearby gasoline station did not have diesel (they had sold out) and, as it turned out, they were also 20% more expensive.

Our solution was to take the dinghy across the lagoon to the dock next to the only bridge in the Marshall Islands at 07°04.996N / 171°21.201E. Tie your dinghy to the ramp and walk 30m to the road and there is a large gas station which sells both diesel and gasoline. You have to bring your own jerrycans. – Iris

3.3.3.3 Trash and Recycling

Do not dispose of your trash/recycling in the outer islands as they have no proper way to dispose of it.

Robert Reimers Enterprises (RRE) will allow you to dispose of your trash in their dumpster. First you have to pay a \$4.00 per month fee. To pay the fee, leave your dinghy at Shoreline, walk through the parking lot to the main road. On the right you will see “Western Union.” To the right of their door is an unmarked glass door, enter and then go through the second glass door on the left. You can pay by month or you can pay up front for your duration. If you have a problem, go upstairs (in the same office) and ask for Susan Fowler.

The dumpster is located near their yellow apartment complex (07°06.482N / 171°22.311E). From Shoreline (where you leave the dinghy), turn right and follow the road as it curves around. It dead ends into the two story, yellow apartment building. Just in front of it, to the right is a metal trailer and several trash cans. Dispose of your trash in the trailer. There is no recycling.

3.3.3.4 Water

There are a few places where you can purchase potable water in Majuro:

- Pacific Pure Water +692.625.3140. Hours: Mon-Sat: 0800-1700. Located on Uliga Road, Delap, Majuro. www.rreinc.com/pure_water.htm. They sell water for \$1/gallon in either a 5-gallon carboy container (\$10 to buy container, non-refundable) or they will fill your jerry cans.
- EZ Price Mart +692.625.4758. Hours: Mon-Thur 0900-2030 & Fri-Sat: 0900-2100, www1.ezpricemart.com/, has a dispenser at the front of the store. Located in Delap, Majuro.
- Do it Best +692.625.3461. Located in Delap, Majuro. Hours: Mon-Sat: 0700-1730. Dispenser at the front of the store. Park dinghy at MIR, borrow a cart and easily transport jugs to your dinghy.
- Payless Market +692.625.6822, jmcquire@jjjpaylessmajuro.com, located Uliga Majuro. Hours: Mon-Thur 0700-2100, Fri-Sun: 0700-2200.

3.3.4 General Services

3.3.4.1 Airlines & Ferries

Air Marshall Islands +692.625.3731, +692.625.3733, amisales@airmarshallislands.net, 1319 Uliga Road, www.airmarshallislands.com. The main office is in Majuro and there are two satellite offices in Ebeye and Kwajalein. Main office location from Shoreline dinghy landing, turn right, on right side about 1-block down. They operate (1) 34-seater Dash 8-100 and (2) 18-seater Dornier 228-212 planes. They have daily flights between Majuro, Kwajalein and weekly flights to other atolls.

United Airlines +692.625.3209, +692.625.3052, +692.247.3092 www.united.com, Located near K&K grocery store. They have two international routes: Honolulu to Majuro and Guam to Majuro (the latter stops at various island states in Micronesia). Flights from Honolulu leave early in the morning

Nauru Airlines +692.625.3409, www.nauruair.com, Located near K&K grocery store. They have several routes but they do not operate very frequently. Australia to Majuro and Nadi, Fiji to Majuro.

Airport in Majuro

The airport in Majuro has a bank, post office, restaurant, and bar.

Bank of Marshall Islands +692.6253636. Hours: Mon & Fri: 0900-1800, Wed: 0900-1700, Tues, Thurs, Sat: 0900-1300. They also have Moneygram services.

Restaurant: The Hangar sells beer, wine, and cocktails along with breakfast, lunch and dinner.

Marshall Islands Postal Service: +692.625.3221, pmgmi@ntamar.net.

It is a \$5 taxi ride to the airport from Shoreline or MIR.

Departure Fee: For those departing the country, check into your flight, get your seat assignment and boarding pass. You will be required to pay a departure fee of \$20-\$35 per person. This is only paid in cash and is paid prior to boarding.

Ferries

The Marshall Islands Shipping Corporation +692.625.7447, rmiships@gmail.com, manages government ships which transports people and cargo.

Marshall Islands Marine Resources Authority (MIMRA) offers fares to the outer islands aboard its fishing vessels: M/S Lentanur, M/S Timur, M/S Jabro. For more information, contact Uliga Fish Market +692.625.2334.

3.3.4.2 Banks & ATMs

Bank of Marshall Islands is located in Uliga, Majuro (next to the post office and opposite the RRE Hotel). +692.625.3636, bankmar@ntmar.net, www.bomi.biz. Hours: Mon-Fri: 0900-1800, Sat: 1300-1600. They also have MoneyGram service to exchange foreign currency.

Bank of Guam is located in the K&K Island Pride Supermarket building in Delap. +692.625.3322 and +692.625.3331, www.bankofguam.com, Hours: Mon-Fri: 0900-1600.

There are ATMs in Majuro and at the ferry terminal at the Kwajalein Army Base which requires a short ferry ride. Supposedly you do not need a permit to visit as the ATM and market are located outside the fenced area.

- RRE Hotel (Robert Reimers Enterprises next to hotel stairway) Bank of Guam ATM;
- Bank of Guam (next to K&K Island Pride Supermarket);
- Payless Supermarket (just inside the door).

As of Nov. 2024, there is a \$300 limit per withdrawal, but you can make multiple withdrawals up to \$1,000 per day (or whatever your daily bank limit is allowed).

Western Union +692.625.4427, Hours: Mon-Fri: 0830-1730, Sat: 0900-1600. Located in the Robert Reimers Enterprises Building in Uliga (across from RRE hotel). From Shoreline dinghy landing, go through the parking lot to the main street and it will be on the right-hand side (lagoon side).

3.3.4.2.1 Cruiser Reports

Oct. 2024: We found that most of the larger grocery stores (K&K Island Pride, Payless, EZ Mart, the hardware stores, most restaurants (Tide Table, Toeak, Wan Chan) and gas stations accept Mastercard. – sv Sugar Shack

Oct. 2024: In Majuro, many, not all, of the grocery stores and restaurants accepted visa/Mastercard as payment. On Wotje, one shop would accept a local card only, not Visa or MC. – Hoptoad.

Oct. 2023: The only ATM in Majuro which works (most of the time) is the one at Bank of Guam right next to the K&K supermarket.

You cannot get USD in Ebeye, the way to do it is as follows: You take the ferry to Kwajalein (free of charge). In Kwajalein you are allowed ashore and are allowed to enter the ferry terminal building. In the left side of the terminal – opposite the American Eatery fast food joint, there is an ATM. It accepts both Visa and Mastercard, however when we were there it only worked with our Mastercard. – Iris

3.3.4.3 *Beauty & Spa*

There are several beauty stores and salons in Majuro, but here are a few:

- Elegance Spa and Massage Clinic +692.456/6279. Hours: Mon-Sat: 0800-2000 this is located in MIR and run by Mary who is very nice and eager for cruisers to visit. Prices are very reasonable (\$10 women's haircut, \$10 pedicure, \$10 Manicure, \$10 threading)
 - **Nov. 2024:** Would not recommend woman's haircut, very disappointed. – Sugar Shack
- AJ Executive Salon Massage and Spa +692.455.3942
- Unwind Body and Soul Sauna +692.455.8149. Hours: Mon-Sat: 0800-2000, Sun: 1300-1600
- J&A Delap Salon +692.625.3942, +692.455.3942. hair, foot spa, massage, nails, eyebrow microblading

3.3.4.4 *Boat Parts*

Majuro has good access to the U.S. postal system and regularly receives container deliveries from the U.S. making it convenient to get boat parts. See shipping section for shipping items into RMI.

The following have limited selections of marine products.

- MJCC (Marshalls Japan Construction Company) +692.625.3500 +692.625.3066, info@mjcc.biz, Hours: Mon-Sat: 0800-1800. Location 07°05.614N / 171°22.800E. Sells outboards, oil and associated parts. Yamaha parts/oil/engines, some marine items, fiberglass/resin, generators.
- 7 Degrees North Marine support@7degreesnorthmarine.com, Location: 748 Amata Kabua Blvd. (on Facebook), they had some marine items, fishing supplies, water toys, clothing
- Ace Hardware, +692.625.5564, www.facebook.com/majuro.acehardware, Hours: Mon-Sat: 0800-1700, has paint, silicone, fittings, various small marine parts.
- Do it Best Hardware, +692.625.3461, Hours: Mon-Sat: 0800-1730
- EZ Price Mart +692.625.4758, www.ezpricemart.com, Hours Mon-Thu: 0900-2030, Fri-Sat: 0900-2100. MBYC members receive 5% discount.

Air Conditioning:

- AJ Aircon Shop +692.456.3942, +692.455.3942, +692.455.5601
- Kamolo Aircon and Freezers +692.457.5522

Canvas: Sailrite mails directly to Majuro. Do it Best Hardware has limited canvas selection.

E & R Sewing +692.625.4463, +692.455.1635. They might not be able to do large sail repairs, but you can certainly inquire about their services and machines capabilities.

Fiberglass, Resin: Ace's One Stop, Fuel station (blue) 07°05.463N / 171°22.825E, opposite lagoon side. Will deliver to Shoreline and accepts credit cards.

Machine Shops are located at Pacific International Inc (PII) +692.625.3122, www.piimajuro.com, Hours: Mon-Fri: 0800-1700, Sat: 0800-1200. Located past MIR at 07°05.071N / 171°22.053E.

Outboard Repairs: Ask Cary on Seal for contact details for Rudy Aliven who does outboard repairs. Also check in with MJCC to see if they have recommendations.

Solar: Island Eco +692.457.5522, +692.455.7786, www.islandeco.com (known to be a little crooked).

Welding: BAKO divers, call Brian +692.625.1175 or Pacific International Inc (PII) +692.625.3122 can both assist with some general welding.

Yamaha: Marshalls Japan Construction Company (MJCC) +692.625.3500 +692.625.3066, info@mjcc.biz, Hours: Mon-Sat: 0800-1800. Location 07°05.614N / 171°22.800E. Sells outboards, oil and associated parts. Yamaha parts/oil/engines, some marine items, fiberglass/resin, generators.

Aug. 2013: A friend had an inverter repaired by Brian Velde. Brian works for \$60/hr and fixes radios and similar electronics for the Tuna boats. He can be reached at +692.625.3811. Where there are lots of boats in the harbor, he is often swamped. – Soggy Paws

3.3.4.5 Computer Sales & Repair

Majuro Computer Services +692.625.2667, sales@mcsmajuro.com, <https://mcsmajuro.com>, Located Delap (bright green building just past NTA satellites). Hours: Mon-Fri: 0830-1900, Sat: 1000-1800. Offers good service, quick delivery at friendly prices. MBYC members receive a 5% discount.

These locations offer additional assistance, repairs, and services:

- Copymasters, +692.625.2884, bernie@copymastersintl.com, [Facebook page](#), in Delap. Hours: Mon-Fri: 0830-1730, Sat: 0930-1630
- Office Mart +692.625.6252, Hours: Mon-Fri: 0830-1730, Sat: 0930-1630
 - Ralph at Office Mart +692.456.3012
- EZ Price Mart +692.625.4758, www.ezpricemart.com, Hours Mon-Thu: 0900-2030, Fri-Sat: 0900-2100. Similar to Walmart. MBYC members receive 5% discount.
- TSL Enterprises & Office Solutions +692.625.8001, tslphotoshop@gmail.com, Delap
- Robert Reimers Enterprise (Hotel) offers Internet, fax, and copy services (upstairs)

Oct. 2024: Passport photos cost \$6.95 for (3) 2x2 photos at Copymasters. However, they use their own iPhone (which was a iPhone 6 with low picture quality) and they place you right in front of a window which washes your face out. –sv Sugar Shack

3.3.4.6 Communications

See section 1.15.1 for communications offerings from NTA (National Telecommunications Authority)

3.3.4.7 Hardware Stores

There are several hardware stores in Majuro:

- Ace Hardware +692.625.5564, www.facebook.com/majuro.acehardware, Hours: Mon-Sat: 0800-1700. Ground floor of RRE Hotel. Well stocked & large selection. Friendly staff. Dinghy to Shoreline
- Do it Best +692.625.3461, Hours: Mon-Sat: 0730-1730. Near MIR hotel. Friendly staff. MBYC members receive discount. Dinghy to MIR Hotel.
- True Value Hardware +692.625.6789, Hours Mon-Sat: 0730-1730 (down the road from MIR hotel 07°05.054N / 171°22.102E). MBYC members receive discount. Dinghy to MIR Hotel
- The larger grocery stores have a small hardware selection (EZ Price, Formosa, Division 7-12)

3.3.4.8 Haul out and Storage

There is a yard of sorts in Majuro that normally services fishing boats. It may be possible to get hauled out by crane in an emergency in Majuro, and maybe at Kwajalein at the Kwaj Yacht Club (lots of paperwork and requires a sponsor, US citizenship or a proper visa).

Pacific International Inc (PII) +692.625.3122, www.piimajuro.com, Hours Mon-Fri: 0800-1700, Sat: 0800-1200. Located past MIR at 07°05.071N / 171°22.053E. Large shipping operation (as well as machine shop services, haul out and cranes).

3.3.4.9 Laundry

Sept. 2024: There are several laundromats on the main road. We did not use any of them. General fees are \$1.75/wash and \$2.25/dry or have someone wash/dry for you for \$8.50.

- Jinyo Store II & Laundromat at 07°05.428N / 171°22.799E, lagoon side in bright green building
- Laundromat 100' further down the road, on lagoon side.
- Majuro's closest location is at Payless Market. You can do your own or pay the attendant to wash, dry, and fold.
- RRE Laundromat next to Air Marshall Islands in Uliga is a little bit more expensive than most but it is convenient.

There are several more facilities in and around the area. – sv Sugar Shack

Aug 2013: Two are visible along the road between Shoreline and the Island Pride grocery store... one in a green building on the lagoon side, with prominent "Laundromat" out front.

But the two that were recommended to me were these:

- About 100 yards up the side street (away from the lagoon) from The Party Store, on the right. The Party Store is just beyond NTA (the phone company with the huge satellite dishes).
- On the back road (ocean side) behind the new Payless Grocery store.

I went to the first one. It had about 10 washing machines and 8 dryers. Did not have a change machine, but it is attended and they easily changed my \$10 bill. Wash \$1.50, Dry \$2.00. Nice clean facility, with good area for folding clothes. – Soggy Paws

3.3.4.10 Library

The Alele Public Library +692.625.3372, Hours: Mon-Fri: 0800-1700 (Delap, next to the courthouse) has a computer lab that you can use for FREE. Library is located upstairs.

3.3.4.11 Medical and Pharmacies

The main facility is Majuro Hospital +692.625.3355, Location: 07°05.410N / 171°22.891E, park dinghy at MIR, turn left. Near Delap park and K&K Island Pride.

Hospital provides good basic medical care as well as limited specialty services, dental, and pharmacy.

- Lab for blood draws. Tests are sent to Hawaii for processing and results come back in 2 weeks.
- OBGYN Services including pap-smear
- Mammograms (be sure the machine is working and there is a tech available)
- Radiology (x-rays and ultrasounds)
- MRI services (the machine has not worked in a few years)

Cost to see the doctor is \$20/visit. All prescriptions/medications are free of charge (donated by the Taiwanese government) but require a doctor's visit.

You must register at the hospital to receive any type of treatment. It is free and easy.

Most doctors and hospitals will expect payment in cash, regardless of whether you have travel health insurance. Serious medical problems will require air evacuation to a country with state-of-the-art medical facilities.

Registration: In order to see a doctor, you have to be registered, which is free and easy. Go to the hospital, turn right to the "Reception" area and tell them you need to register as a new patient. They will open a door to the left of the window where you will meet with someone who will register you. Bring your passport. They will copy your passport, have you fill out a small card, take your photo and then give you a small card with your "health/hospital number."

Go back outside, next to the window is a small black box on the "shelf in the right corner" push the grey button to get a waiting number and sit down. They'll call your number and you tell the reception why you need to see the doctor. She will direct you to the window on the right where you pay \$20 fee to see the doctor (locals \$5, visitors \$20). She gives you a receipt with another number written on it and you go to "Outpatient Services."

Outpatient Services down the main hall, follow the sign to the reception window for Outpatient services. It will be on your left and sit in the "waiting area." Outpatient Services Reception will call your number, tell them what is wrong and they will tell you which exam door to wait by. The medical professional will call you by name.

You pay \$20 every time you need to see the doctor; the registration and medicine are free.

Pharmacy: The pharmacy is located in the main waiting room area (as you enter the hospital). Medications are free and provided by the Taiwanese Government.

Bathrooms: bring your own toilet paper and hand sanitizer as they do not have inside the bathrooms.

We picked up some anti-parasite medications and antibiotics. The entire process took about 1.5 hours. We got lucky and did not have much of a wait. Everyone was very helpful and friendly. Evidently, it is pretty common to get pin worms when eating the local fruit. So, we picked up Albendazole 400mg just in case. – sv Sugar Shack

3.3.4.11.1 Canvasback Medical Wellness Center

Canvasback Medical Wellness Center +692.456.1118, www.canvasback.org, Hours: Mon-Fri: 0700-1700. Located in the green building to the left of the hospital. Enter the door on the left, then go to the MCH Clinic inside (left side, blue doors and looks like pediatric area). The Canvasback Medical Center offers vaccines including: Covid, Hepatitis, Yellow Fever, and Tetanus shots. You do have to be registered (which is \$20 one-time fee) in order to receive your free shot.

The Wellness Center also has a lovely restaurant which services healthy, some organic food. Definitely worth a visit if you are in the area.

3.3.4.11.2 Other Medical Information

Alex Pinano Majuro Clinic, tel. +692.625.6455, average visit costs \$25. Private clinic on Majuro

Ambulance in Majuro +692.625.4111

National Police Station: +692.625.8666

May 2023 There is a Filipino private doctor in Majuro. It's really hard to find him, ask any other yachtie or ask at the store "Island eco". The doctor is very helpful and speaks English. A visit costs \$20. – Alice

3.3.4.11.3 Pharmacies

Hospitals and clinics are associated with pharmacies.

- Majuro Hospital: +692.625.3555 Prescriptions are usually free with consultation. Located in the main hospital lobby.
- Alex Pinano Majuro Clinic +692.625.6455, some prescription medications (watch expiry dates)
- Larger grocery stores carry over-the-counter drugs, health, and basic first aid supplies (Payless, K&K, EZ Price, Formosa)
- Medisource Pharmacy +692.456.7212. ramedisource@gmail.com Rosemary Alfred & Albert Alfred. Located near Marshall Islands Propane. Their location is often closed, call to open.

3.3.4.12 Post Office

Marshall Islands Post Office +692.625.7369, +692.625.3221, mipsa.mh@gmail.com, pmgmi@NTAMAR.NET, [Facebook page](#). The main post office is located across the street from RRE (Robert Reimers Enterprises Hotel) and handles all general delivery. Hours: Mon-Fri: 0900-1200 & 1300-1600, Sat: 1300-1600.

There is a smaller post office next to K&K Island Pride as well.

Mailing items to the Majuro - it is best to double check with the post office before sending items:

RMI Post Office
SV *Your Name and Your Boat Name*
Yacht in Transit
General Delivery
Majuro, MH 96960
Republic of Marshall Islands

The post office uses USPS including domestic First Class, Priority, and Express Mail services when having mail sent from the U.S. It currently takes 10-14 days for Priority Mail from the U.S. If your parcel issued using the cheapest rate then they will come by ship and will take 6-8 weeks.

Mail to and from RMI and the U.S. takes about 2-3 weeks.

Generally, you will not need to pay duty when using Yacht in Transit for boat parts. COD is not available. However, if a parcel has a document indicating the price over \$250 USD you could be charged 8% for duty.

Receiving Parcels: Once you receive notification (either from the sender or the PO that you have a parcel) go to the main PO desk. They will give you a small piece of paper with the number of parcels. Write your name, sign and date and take to the pick-up location.

From the main area, walk along the PO boxes, turn right down the hall (between more PO boxes), then turn right and enter the wooden door. Hand your signed sheet to the worker and have a seat. He will either call you by name or PO box number. |

Sept. 2024: We inquired about renting a PO Box and the representative said that all of the PO boxes were leased already. We could have mail addressed to "General Delivery" but he suggested we get a

“virtual box” for \$50.00/year which gives you a PO Box number and your mail/packages stored in a private area. – sv Sugar Shack

May 2013: We had heard that the Post Office will send mail back if you don't pick it up within a certain time. However, someone else on the net told us that if it is obviously yacht mail, they will ask MBYC or Uno Mas (if they are still in RMI) they send it back. – Soggy Paws

3.3.4.13 Office Supplies, Copies, Faxes, Notaries

There are several stores that sell office supplies and can make photo copies for you:

- Copymasters, +692.625.2884, bernie@copymastersintl.com, [Facebook page](#), in Delap
- Office Mart +692.625.6252, Hours: Mon-Sat: 0900-1730
- EZ Price Mart +692.625.4758, www.ezpricemart.com, Hours Mon-Thu: 0900-2030, Fri-Sat: 0900-2100
- TSL Enterprises & Office Solutions +692.625.8001, tslphotoshop@gmail.com, Delap
 - Printing on clothing, signs, copies, signs
- The larger supermarkets also carry basic office supplies

3.3.4.13.1 Fax Services

- NTA (National Telecommunications Authority) +692.625.9559, Delap. Hours: Mon-Sat: 0800-1700. Cheapest but outgoing transmission only. Cost based on phone rates (about \$1.50/page)
- RRE, (Robert Reimers Enterprises) +692.625.3605. Send & receive (\$5 page 1, \$1.50 each additional page)
- MIR (Marshall Islands Resort Hotel) +692.625.2525. Send and receive
- U.S. Embassy +692.247.4011. Americans can receive faxes by pre-arrangement

3.3.4.13.2 Notaries

You can get your documents notarized at several locations:

- Bank of Marshall Islands +692.625.3636, bankmar@ntmar.net, www.bomi.biz. Hours: Mon-Fri: 0900-1800, Sat: 1300-1600. Located in Uliga (next to post office). Convenient and cheap \$5.
- Majuro Court House, +692.625.3201, <http://rmicourts.org>, Hours: Mon-Fri: 0800-1630. Easy & cheap \$5
- Various embassies. U.S. Embassy charges \$50 per document.
- Law Offices of David M. Strauss +692.625.3391, +692.625.3398, dstrauss@ntamar.net

3.3.4.14 Sewing

Oct. 2024: E & R Sewing +692.625.4463, +692.455.1635. They might not be able to do large sail repairs, but you can certainly inquire about their services and machines capabilities. – sv Sugar Shack

3.3.4.15 Transportation

Sept. 2024: A taxi ride is \$2.00 per person anywhere between Shoreline and the bridge. It increases \$3-\$5 after the bridge. U.S. Embassy is \$5 one way.

There is a bus that picks up at RRE parking lot and goes to Laura every other hour. It's called the Laura Bus. Ask locals for schedule. It will be very, very packed.

Car Rental:

RRE Hotel leases cars. +692.625.3250, coletteReimerss@gmail.com, reception is upstairs. Between \$65-\$125 per day plus insurance between \$15-\$17

KC Car Rental +692.456.0822, located lagoon side approx. \$50/day.

Pacific Wheels: +692.625.7497, pwheels@piimajuro.com

MGAS Rentals +692.625.6559, hwangkum@hotmail.com

ELM Motors +692.625.3466, elmmotor@gmail.com

Majuro Motors Inc. +692.625.4422, atcuato@ntamar.net

There are a few other car rental places in Majuro, but RRE Hotel is the most convenient.

Car rental behind the Laundromat (07°05.428N / 171°22.799E) on lagoon side in bright green building. The car rental is located behind the green building. The rent cars for \$50/day. – sv Sugar Shack

3.3.5 Provisioning

The good grocery stores are all in Majuro. In all stores, be sure to check for bugs and unwanted visitors in rice, pasta, dried goods (cake mixes), and fresh produce.

Discount: Tuesdays, “seniors” over 55 years of age receive a 10% discount at most stores.

- Payless Supermarket (Uliga) +692.625.6822, +692.625.3014, jmcquire@jijipaylessmajuro.com, [Facebook page](#), Hours: Mon-Thur: 0700-2100, Fri-Sat: 0700-2200. Big store with wide selection of foods, produce, liquor, bakery. Has discount area with expired foods. Fresh produce hits the shelves Tues & Sat.
 - BULK: Pacific Basin Payless Wholesale next to the Payless market sells bulk items and they will deliver to the dock
- Formosa (Uliga) +692.625.3530, Hours: Mon-Sat: 0900-1900, [Facebook page](#). Selection is not as good as K&K and Payless, but they have bakery, liquor dept and a discounted area for expired foods.
- EZ Price Mart (Uliga) +692.625.4758. Hours: Mon-Thur: 0900-2030, Sat-Sun: 0900-2100. www.ezpricemart.com, [Facebook Page](#). Good selection of organic and health food, a lot of American brands with a decent selection.
- Division 7-12 (Uliga) hit or miss with limited selection and variety, but tends to be less expensive than Payless. Located across from G&L.
- K&K Island Pride Supermarket (Delap) +692.625.3321, [Facebook page](#), Hours: Mon-Thur: 0700-2100, Fri-Sat: 0700-2200. Big store, wide selection of foods and fresh vegetables, liquor, bakery and discounted area of expired foods. Fresh produce hits the shelves Tues & Sat. Park dinghy at MIR and walk back toward town.
 - BULK: K&K Island Food Wholesale (located next door to Flame tree) delivery to dock.
 - Leave dinghy at MIR and walk or grab a taxi.
 - There is a Bank of Guam, smaller Post Office, United Airlines, Nauru Airlines, and Travel Agency next to K&K Island Pride.
- Yellow Chinese market located across the street from the church. Has a lot of canned and dried goods, Chinese spices, and variety of home goods. Watch for weebles and expiry dates.
- Majuro Market located next to the Robert Reimers Enterprises Hotel parking lot. Locally grown vegetables and inexpensive pre-made “plate lunch.” From MIR, turn right and it will be on right.
- Fish Market is located next to the Uliga dock

- MJCC (07°05.514N / 171°22.800E) has Japanese foods, snacks, and drinks.
- Liquor, Beer, Wine:
 - Payless, Cost Price, K&K Island Pride, Formosa, Flame Tree (beer, wine, liquor)
 - Pacific Pure Water and Shoreline (bottle beer only)
 - Ace's One Stop (wine from NZ and Chile and some U.S. Beer)
 - Fuel station (blue) 07°05.463N / 171°22.825E, Hours: Mon-Sun: 0700-2300. Small sign between fuel pumps
 - They have baked goods, NZ wine, US beer, lots of fiberglass/resin, and will deliver to Shoreline
 - No alcohol is sold on Sundays and it is illegal for Marshallese to have/consume alcoholic beverages in the outer island (except Likiep and Majuro).
- Bakeries:
 - Payless, K&K and Formosa each have a baked goods section
 - Wellness Center (near the hospital) has fresh whole wheat bread daily
 - Beh's Cake Shop +692.456.2018, Hours: Mon-Sat: 0700-2000. Location Behind K&K Island Pride: 07°05.309N / 171°22.795E. Bakery and Café: cakes, donuts, egg rolls, pork buns, cookies, coffee, breakfast plates.
- Cost Price, Chinese store, often has vegetables when the other stores are out.

3.3.5.1 Cruiser Reports

Sept. 2024: Payless, K&K, and EZ Price Mart had the best selections. We found the meat selection to be somewhat limited, the produce was not fresh, and there were bugs, cockroaches, and even a live large crab crawling around in the stores. We did purchase a large box of chicken 10kg, several racks of pork ribs, chorizo, bacon, and some lovely honey ham. The cheese was best in K&K. Fruit can be limited and very expensive (bag of grapes \$23).

Be very selective when purchasing meats as they might not have remained cold due to lack of refrigeration units (in transport and at the store).

Beer is super limited unless you like Corona, Bud, Bud Light, Michelob Light or Asahi-Japanese Beer.

Directly across from K&K is Delap park which is a small beach 07°05.363N / 171°22.713E. Last year, 3 out of 4 dinghies were "borrowed" from this spot. If the dinghy was not missing it was covered in sand/water and anything that is lose will be gone. Also, there are random pieces of metal sticking out upon entry to the beach so be aware. It's convenient, use as a drop off/pick up only. – sv Sugar Shack

May 2023 There are big grocery stores in Majuro but I wouldn't say they are good. The best one by far is K&K. Look for expiry dates and bugs on everything you buy. When we were there the flight stopped coming to Majuro so every store was totally out of vegetables but after a few days there was a containership coming with some vegetables. – Alice

Aug. 2013: We were delighted at the offerings at the grocery stores. I got broccoli for the first time in 2 years!! And for an American, all those American brands are nice. However, the availability of fresh-looking stuff depends on when the last shipment was received.

FORMOSA: Across the street from the RRE parking lot. We bought beer (\$32/case for Japanese Asahi beer). This store isn't as clean-looking as the others, and I found one box of instant rice just teeming with small black bugs. But it's conveniently located and a good place to buy cases of beer and wine.

K&K ISLAND PRIDE It is the most upscale in size, variety, and also price. The Island Pride also has a pretty good veggie selection, and most of the American goods I've been looking for--chunky peanut

butter, Triscuits, Cheerios, canned black beans, and those name-brand specialty sauces that make your food taste like home.

Prices are, in general, near Hawaii/American Samoa prices, which are at least 15% higher than U.S.

We found really nice cuts of pork--chops and roasts--to be really inexpensive. Chicken and Turkey in a variety of cuts are also available, and some nice-looking steaks and ground beef too. – Soggy Paws

3.3.6 Restaurants

Here are just a few restaurants in Majuro:

- Canvasback Wellness Center +692.456.1118, www.canvasback.org, has healthy, fresh food.
- Dar Café +692.625.3174, Next to Formosa market. Open for breakfast and lunch, western foods
- Enra Restaurant, +692.625.2525, located in the Marshall Islands Resort. Extensive western style menu with lots of vegetarian options. Sunday, they have a nice buffet. Food is hit or miss.
- Flame Tree, +692.625.4229, +692.625.8733 Hours: Mon-Sat: 0730-2200, Sun: 0730-1900. Western style bar, restaurant with a large terrace. They have pool tables, karaoke, dart boards.
- Tide Table +692.625.3250, Hours: Daily: 0700-2130. In RRE Hotel. American sports bar-style. Really nice cocktail menu, decent food.
- Toeak Bar and Grill +692.625.3370, www.toeak.com/menus, Hours: 1200-2400 (kitchen closes at 2100). Sports bar with a great view and variety of foods. Located 2nd floor of the Napa building, good pizza and overall best food on the island.
- Won Hai Shien +692.625.6641, Hours: Mon-Sat: 1100-1400 & 1700-2100. Located back road opposite the Mobil tanks in Uliga. Chinese restaurant serves delicious food.
- Island Café +692.625.2884, Hours: Mon-Sat: 0730-1630. Near MIR. 07°05.137N / 171°22.369E
- Island Star Restaurant +692.625.6866, lagoon side, neon sign out front
- Rewit Outback Rest. Near Aces One Stop Hours: Mon-Sat: 0700-2100. Breakfast, lunch, dinner
- Rewit Yummy Takeout Near Aces One Stop). Hours: Sun-Thurs: 1600-2400, Fri-Sat: 1600-0200

3.3.7 Majuro Map

Map provided by www.rmiocit.org/travel-guide:

You can spend years on Majuro and still find dive sites that you haven't had a chance to visit. The lagoon is loaded with variety from coral pinnacles, deep walls, and ship wrecks -- there is something for everyone.

Coral pinnacles rising from depths ranging from 10-120' are typical of many lagoon sites in the Marshall Islands and Majuro is no exception. Home to a diverse range of Pacific sea life, the pinnacles are like a busy city center. Schools of tiny, brightly colored fish peek through and around clusters of coral. The pinnacles offer an exciting dive for novice and advanced divers alike.

A few minutes from the Yokwe Divers dock lies **The Bridge**, a favorite for many divers in Majuro. Plate coral splattered with clusters of Black Coral and Tridacna clams embedded in the coral base, drops down a steep wall that exceeds 130'. White tip and Silver tip sharks cruise the area and Napoleon wrasse hover in the shallow areas. Expect to see schools of Red Snapper and brightly colored Angel Fish as well as Helfrecht's Dartfish at this popular dive site.

Eneko Island has both shallow and deep-water coral heads that are incredibly large. From 12-90', you will find anemone, cleaner shrimp, resting turtles and a deep-water coral garden.

Anemonit Island: A DC-3, (2) Huey Helicopters & a Ferry. The DC3 has become a very interesting artificial reef, covered in corals and fish and located near shore at Anemonit Island. Penetrations are easily and safely made through the open aft section where the plane was dismantled.

There are also (2) Huey Helicopters and the old Rongerik ferry in the same general area. All of these can be found on the first mooring (coming from Majuro heading toward the pass). You can see the ferry, DC-3 and one of the Huey's right below the mooring. The 2nd Huey is further south. All items were sunk on purpose by the RMI government.

The area is dotted with other natural coral heads teeming with life and is a favorite of novice wreck and reef divers.

Calalin / Kalalen Pass is a favorite location for drift dives. Diving depths run from 30-130' at the Pass and steep coral walls drop into the crystal-clear water. Pelagic species cruise the currents in search of food and you can expect to see rays, several species of sharks and sea turtles on a typical day. Silvertip sharks over 8' in length are here as well.

Calalin Island, located adjacent to the Pass, has a lagoon side reef that boasts both hard and soft corals and divers exploring the coral will be thrilled as they discover butterfly fish, triggerfish and the elusive octopus hiding in the coral gardens.

Second Island, a gradual slope down the coral head drops to a sandy bottom at around 120'. White tip sharks share this area with shrimp gobys and Grass eels are commonly sighted.

The **North Shore outer reef** on the ocean side of Kalalen Island is a pristine gradual slope populated by thousands of table corals, anemone, and tens of thousands of tropical reef fish. Schools of fusiliers rain down from the surface as you glide toward the transition from slope to near vertical wall. Sharks, rays, dogtooth tuna, and turtles are also seen here regularly.

Even further east, **Fourth Island** offers a popular site for easy second dives as well as for beginning divers because of the extremely calm conditions usually found in this area. Bring your camera because in addition to schools of Kiribati Red Snapper and thousands of tropical reef fish, you can see 3 different species of anemone and anemone fish including the Marshallese Three Striped Clownfish.

Incoming tides at **The Aquarium** may offer one of the most exciting dives of your trip. Ranging from 60-130+' on the outer reef wall of Calalin Channel, this natural "horse shoe" shaped feature creates an

area where tidal flow is compressed, concentrating the flow of rich, open ocean sea water as it enters Majuro Lagoon. This is the place to see Horse Eye Jacks, Black & White and Red snapper, Barracuda, and all manner of reef fish numbering in the MANY tens of thousands. On the sandy ocean floor, you will see sleeping reef sharks and Sting-rays, and sharks: Gray reef, White-tip, and Black-tip. Schools of Rainbow Runner, Napoleon Wrasse, and huge schools of fusiliers are also common here.

Bokolap Island offers an exciting experience on a dive site ranging from 12-120'. Beautiful coral heads, 4 species of anemone, clownfish, Harlequin shrimp, 3 species of lionfish, colorful nudibranchs and more fish than you can imagine are here for the viewing. A **WWII U.S. torpedo plane** sits at 115' at this location. A **Grumman Avenger** is also located in this area at 120'. Downed by anti-aircraft fire, this Avenger crash-landed on the ocean-side of Bokolap Island, washed over the reef, and sunk inside the lagoon where it rests today. The tail section lies up the rubble slope and is home to a family of three striped Marshallese clown-fish.

If you are looking for extreme visibility, in excess of 140', you will hope for the mild weather conditions that will allow you to dive **The Riviera**. This northern reef location runs across nearly two miles of untouched coral reef. A drift along the reef will reveal sharks sleeping on the bottom - within your visibility but over the recreational diving limits. This area drops to over 130' and is populated by schools of huge red snapper, Mantas and Spotted Eagle Rays and coral reef in every color imaginable.

Just northwest of the **Ulga Wall** is another dive that is accessible only in the best weather conditions. Known as **Shark Street**, this is a deep reef on the northeast outer reef of Majuro Lagoon. Divers have reported sightings of 25 or more sharks on a single dive. Thick forests of black coral and schools of Napoleon Wrasse make this a thrill for anyone. Shore Dives are popular with local divers and good shore diving sites can be found on the southern reef wall a few miles west of the Yokwe Divers shop. Weather conditions and local knowledge are important when attempting shore diving which may require entry through breaking waves and a possibility of strong currents. The south shore wall ranges from 20 to over 130' and you will be rewarded with schools of Dogtooth Tuna and Grey Reef Sharks. Gorgonian Sea Fans ride the current on the vertical walls and drop-offs of these area - commonly referred to as Mile 14, Mile 15 and Mile 17.

Wreck Diving gives you the best of everything. Explorers enjoy the mystery of the wrecks and the incredible variety of marine life that can be found in every nook and cranny of a sunken structure. Photographers are thrilled by the shafts of light that penetrate through holes and open decks into the dark interiors. In a nation with so much WWII history and a heritage of water transportation as a way of life, you can expect to find a multitude of underwater structures including ships and airplanes - some intentionally sunk and functioning as artificial reefs, others sometimes referred to as "natural wrecks". A sunken freighter, The **Kabilok**, once sailed between the outer islands and Majuro, hauling copra and supplies. She lies on her side on an 80' sandy bottom in Majuro Lagoon. A favorite for night dives and underwater photographers, the Kabilok offers safe, interesting penetration into the open cargo hold and is home to colorful sponges, whip coral, and tropical fish.

On night dives, beautiful batfish and puffers take refuge in and around the wreck.

Ejit Island (The Parking Lot) at 10-120' is the location of a U.S. military dumpsite. A small coral pinnacle marks the spot where Jeeps, Trucks, a Navy Tug boat, and a landing craft were sunk at the end of WWII. The relics, now artificial reefs, are home to colorful sponges, corals, and tropical fish of many species. This area is a favorite for photography and exploration.

The **Grumman "Duck"**, just a few miles from the Yokwe Divers dock sits inverted on the bottom. It seems to have crashed on approach to Majuro's WWII carrier re-supply airfield, which was adjacent to this site. Used primarily for search & rescue and reconnaissance, there are said to be fewer than 10

surviving Ducks left in the world. This aircraft is also home to hundreds of fish, sponges, and corals. The "Duck" is in excellent condition and steeped in the history of this area of operation during WWII.

Just 500 meters from the dock at the Marshall Islands Resort, an **F6F Hellcat** sits in 115' of water. It was pushed overboard from one of the five aircraft carriers that were in Majuro Lagoon in late 1944. The Grumman F6F Hellcat was the U.S. Navy's primary fighter brought into service to battle against the Japanese Zero. The control stick, rudder pedals, and throttles are still intact and the wings are folded back in pre-flight storage position. Hundreds of tropical fish, sponges, oysters, and corals have made their homes there.

In the same general area, there are other wrecks to be explored. A short 5 minutes from our dock lies the **Ratak-Ralik**. A dive of 60 – 92' will place you on this 120' freighter that sank in the late 1980's. The engine room is accessible and very open penetrations are made through the wheelhouse and the hold. Expect to see thousands of fish on this dive. Within 200 yards the Evangeline offers an upright 85' wreck with a wheelhouse and exposed hatch into the engine room.

Majuro's latest find, the **Cenpac**, was discovered in January 2003. The Cenpac is a 150' refrigerator ship that was used to haul copra, passengers, and supplies between Majuro and the outer islands. It sank in 135' of water. Schools of Spade Fish and Giant Sweetlips call the wreck home.

Midway on the western atoll between Laura & Rong-Rong is a **B-24 Liberator**, resting in 12' of water. A popular site for snorkeling, this classic American bomber was damaged during a bombing run from Kiribati prior to the U.S. occupation of the Marshall Islands. The pilots brought her down on the reef top at low tide. The pilots were captured but the plane remained and was scuttled by the Japanese soldiers who were stationed here at the time. Although the fuselage has broken apart and buried in the surrounding sand, more than 2/3 of the wing structure is still intact with all four engines and props. The belly machinegun turret is now the host of corals and fish.

3.3.8.1.1 Dive Site Locations:

The below dive sites are all inside the atoll, except the FAD and the Bridge. Most of the World War II sites are discussed extensively in Matt Holly's writeup Submerged Cultural Resources in the Majuro Lagoon, which is available as a PDF file (check the RMI-HPO.com website).

Some waypoints are listed twice as I have received waypoints from various sources, and where they don't agree, I've left them both. The ones we (Soggy Paws) have personally dived on are starred.

Aquarium 1	07°09.8419N	171°10.7574E	Blue water spot for incoming tide dive
Aquarium 2	07°09.431N	171°12.126E	Blue water spot. income tide dive, takes you into aquarium
Avangeline Wreck	07°05.698N	171°22.564E	Small cargo ship lying upright in 60' near downtown Majuro
Avenger Plane	07°08.250N	171°17.840E	Avenger Torpedo dive bomber 110' good coral & critters
B24 airplane	07°11.931N	171°03.284E	WWII Wreck
Laura B24 airplane	07°11.9550N	171°03.185E	Shallow snorkel site: wings, some B24 Liberator fuselage
Cenpac refer	07°08.571N	171°15.279E	140' to sand, 90' to deck. Good sized cargo ship

shipwreck			lying upright
Coca Cola Heaven	07°07.294N	171°21.603E	The end of the old pier, lots of debris here. 25'
*DC3, (2) Huey Helicopters & a Ferry			Inshore of E-most mooring at Enemonit, 10-15'. Wings gone. Closest to 1 st mooring.
Grumman Duck	07°04.866N	171°19.552E	Unusual biwing flying boat lying upside down in 90' deep off Long Is Hotel
Jenrock Shipwreck	07°06.625N	171°21.983E	Jenrock longliner shipwreck. A small longliner lying upright in 140' near downtown
*Martin Mariner	07°05.549N	171°22.595E	Large Seaplane Debris Field
Ocean Glory Shipwreck	07°05.236N	171-22.410E	Small longliner wreck lying on its side in 90'. Directly N of small boat passage into MIR.
*Old Jap Pier	07°06.985N	171-21.940E	WWII stuff
Pinacle #9	07°06.106N	171°15.825E	Large coral reef in lagoon off airport. Bombs, depth charges @60' on east side
Ralik Ratak Shipwreck	07°05.708N	171°22.46800E	Small cargo ship lying on its side in 100' in downtown area.
*The Parking Lot	07°07.254N	171°21.051E	Tie to the prominent pole in the shallow water, swim east around the coral point until you see a line going off into deeper water, follow the line.
*Hellcat	07°05.468N	171°22.287E	Hellcat lying nose down in 95' off MIR. Tail in about 60ft
*Matt Holly's Folly	07°06.166N	171°22.440E	4 Wrecks in S Mooring Field. Start at first one and follow ropes from wreck to wreck
*Beech Airplane	07°06.304N	171°22.429E	Beech light twin in 20' near S Mooring Field
Uliga Longliner	07°06.433N	171°22.061E	140' by Shoreline
The Bridge	07°04.919N	171°21.320E	Fish and coral on a steep wall
FAD off Bridge	07°02.744N	171°21.147E	Outside atoll. Anchored floating debris for fishing. Likely to have big pelagics around.

3.3.8.1.2 Dive Tank Refills

Oct. 2013: We got tanks filled behind the Shoreline dinghy docks, by Leigh +692.455.1240. He wasn't around all the time, but call to schedule a time to drop tanks off ahead of time. Tank fills cost \$4/tank.

Brian (affiliated with the Indies Trader boats) was also doing fills and rents gear. His place is accessed by dinghy on the left side (as you approach) the little cove inshore from the South mooring field.

Matt Holly had some near-new tanks for sale for \$150 each in good condition. – Soggy Paws

3.3.8.2 Meico Beach Yacht Club Activities

The Meico Beach Yacht Club (MBYC) offers membership at \$20 (single) or \$30 (family). It includes several business discounts and free moorings at Enemanet Island and Eneko Island.

www.sailingmarshallislands.com, miecopeacehyachtclub@gmail.com,

Aug. 2013: We were pleased to be greeted when we arrived in Majuro by a representative of the MBYC. We are sorry to have missed the winter race series held by the yacht club. But we still participated in a number of organized and impromptu yacht club activities:

- Saturday yoga
- Sunday bike rides
- Tuesday night "cruisers eat out" nights, and a once-a-month quiz night
- Weekend cruises to Majuro atoll sites

You don't HAVE to be a member of MBYC to join in these activities, but MBYC membership is really cheap, and with an MBYC card, you get a discount of 10% from several frequented establishments in Majuro, so the membership pays for itself.

The daily VHF net keeps everyone connected and informed. Whenever there is anything water-based going on in Majuro, the yachties are usually solicited to help out. One example--during the Pacific Islands Forum (political heads from the Pacific Basin getting together to discuss issues), the visiting dignitaries were treated to a traditional Marshallese canoe ride. The yachties were asked to dinghy the dignitaries out to the canoes and then tend the canoes as they passaged across the lagoon.

During fishing tournaments, there is always the opportunities to volunteer to help out. – Soggy Paws

3.3.8.3 Alele Museum

The Alele Museum and Public Library +692.625.3372, alelemuseumandlibrary@gmail.com. Hours: Mon-Fri: 0800-1700 (Delap, next to the courthouse) small but well put together museum. Entry is free.

Artifacts, photographs, traditional tools, fishing methods, outrigger canoes, navigational instruments, traditional housing and four photographic exhibits including: Chief and Chieftesses during the German period, nuclear tests and Bikini and Enewetak (1946-1958), First inauguration, and photos of all the atolls and single islands.

Oct. 2023: The Alele Museum is a small but very nice little museum, which is worth a visit. It is located on the main road right next to Uliga Dock. The staff is very friendly, and will tell you a lot if you ask them. – Iris

3.3.8.4 Library

The Alele Library +692.625.3372, alelemuseumandlibrary@gmail.com. Hours: Mon-Fri: 0800-1700.

This is the only public library in the Marshall Islands. There is a children's reading room and a Pacific Collection Room which contains an array of documents, maps and books on the Marshall Islands.

3.3.8.5 Topolar Copra Processing Plant

Topolar Copra Processing Plant +692.625.3116, wpcandilas@ntamar.net, <https://southpacificislands.travel/topolar-copra-processing-plant-marshall-islands>,

The first real economic mainstay of most Pacific Islanders was and is copra production (copra is dried out meat of the coconuts). Today, copra production remains an important source of income for locals

and the Tobolar Copra Processing Plant you can see copra made into coconut oil, soaps, body oil, and coconut feed.

Oct. 2023: Copra is very important to the economy in the Marshall Islands and especially for the people living on the outer islands. From all the islands the copra is collected and brought to Majuro for processing. The price of copra is fixed by the government and is currently at 53 cents for one pound of dried copra. A bag is 180-200 pounds, and a full year's production for one person in the outer islands is typically 20 to 30 bags.

If you go to the Topolar plant they will happily show you around, and show you how coconut oil is extracted from the copra. It is well worth a visit, and sets the visits to the outer islands in perspective when you encounter people making copra. – Iris

3.3.9 Cruising Majuro Atoll

To anchor off any other islands in Majuro lagoon (including Calalin at the main pass); please contact the Marshall Islands Visitors Bureau (MIVA) to organize permission from the landowners. – www.infomarshallislands.com. Technically, cruisers are NOT allowed to anchor or visit any of the Majuro islands/motus without written permission from the landowner first.

The two exceptions are Anemonit and Eneko which have MBYC moorings. The moorings are free to MBYC members or they can be rented for \$5 per day by non-members. As always, you should inspect the mooring yourself before trusting your boat on it.

3.4 Anemonit (Anemwanot) Island

NOTE: Be aware there is a defunct pearl farm with several floats still attached to their moorings near Birikin around this area 07°07.944N / 171°18.043E.

3.4.1 Anchorages

Mieco Beach Yacht Club maintains (5) moorings here 07°07.695N / 171°18.582E. The cost of the mooring is free to members. The non-member fee is \$5.00 per day. Contact miecobeachyachtclub@gmail.com for payment details.

Anemonit Island is open to all yachts. It is 4.5-5 miles to the west of Uliga. As you come alongside Anemonit, you will see a low wall jutting out perpendicular to the beach. You should anchor either off the wall or to the west of it. Please be aware that the local dive operators use the area to the east of the wall and they request no yachts use this area so that the coral is safe from anchor erodes. Anchoring at Anemonit is between 35-60' and is good holding, as long as you drop in a big sandy spot and avoid the coral heads. It is permitted to go ashore at Anemanit.

Oct. 2024: 07°07.641N / 171°18.618E we picked up the first mooring (provided by Meico Beach Yacht Club). The painter was long enough to reach to the top of our deck (which is about 2m high) and when we pulled back on the mooring it was a good hold. The only issue is this is the closest mooring to the dock and you will have lots of visitors (from shore on paddle boards) and lots of boats zipping by creating a roll. But we had beautiful sunsets and moonrises through the palm trees and a great breeze.

This mooring is right on top of the 30m ferry, DC3 Airplane and one of the 2 Huey Helicopters. Perfect for snorkeling and exploring. – sv Sugar Shack

3.4.2 Cruiser Reports

Oct. 2024: There is lots to see under the water here: (2) Huey Helicopters, (1) DC-3 plane, and a Rongelap's sunken ferry boat "Oleanda". There is some good snorkeling around the reef.

The (2) Huey Helicopters, DC-3 plane, and the ferry are close to the first mooring (07°07.641N / 171°18.618E).

One Huey Helicopter is right next to the mooring and sits in 10-11 meters of water. It can be seen from the surface. This helicopter came from Kwaj and was sunk on purpose.

The DC-3 is just 8-9m away from the Huey and is in 4-5 meters of water (easily seen from the surface). It was owned by Sea Star and left to rot at the airport for years before being moved, and sunk on purpose.

The Oleanda Ferry used in Rongelap for years was decommissioned, moved, and sunk as part of the artificial reef in Anemonit. It is in 15-25m of water. It is located behind the 1st mooring (if your boat is facing shore). We could easily see the boat from the stern of our boat.

The second Huey Helicopter is deep at 15-20m and sits at the ridge line. From the pier/dock go about 50' past toward town (close to 07°07.611N / 171°18.662E).

There are lots of lovely bommies to explore with a wide variety of sea life. – sv Sugar Shack

3.5 Eneko (Enigtu) Island

Eneko Island is RRE partially owned and is the second place where you can anchor and land at in Majuro without prior permission. Snorkeling is highly recommended as this island boasts some of the best snorkeling in Majuro.

NOTE: Be aware there is a defunct pearl farm with several floats still attached to their moorings near Birikin around this area 07°07.944N / 171°18.043E.

3.5.1 Anchorages

Mieco Beach Yacht Club maintains (4) moorings here 07°08.877N / 171°16.916E. The cost of the mooring is free to members. The non-member fee is \$5.00 per day. Contact miecobeachyachtclub@gmail.com for payment details.

There are (4) moorings here, be sure to pull down on them to test their strength.

Oct. 2024: We picked up the 2nd mooring (07°08.878N / 171°16.933E) sort of behind the upside-down catamaran. The painter on the 2nd mooring is very, very short. We ended up picking it up from the stern with a spare line and walking it to the bow. Matt then hopped in the dinghy as I passed him our bridle and attached the bridle directly to the large loop on the mooring. – sv Sugar Shack

3.5.2 Cruiser Report

Oct. 2024: There is an upside-down small catamaran that RRE uses to shuttle people across the shallow reef to shore.

The Eneko Weekend Getaway (owned by RRE) is private +692.625.6474. RRE charges \$30 for a day trip, \$20 for boat transfers and \$40-\$45 a night if you wish to stay. There is no restaurant on premises.

If you are staying on a MBYC mooring, be sure to ask permission to walk around the atoll before you start your explorations. You'll find that the weekends are packed with locals enjoying a day at the beach.

We took the dinghy (almost to the pass) just exploring the reefs and neighboring atolls. Each of these atolls is private so there is no adventuring ashore, but it was nice to check them out. – sv Sugar Shack

4 Arno Atoll

Arno is part of the Ratak Island Chain. The Arno atoll is the closest atoll to Majuro at 15nm from point to point. Approximately 1100 people call this atoll home. There are approximately 133 islets around Arno.

The mayor is Baji Danny whom you pay the Yacht Permit of \$150.00 upon arrival.

For more information, visit: www.infomarshallislands.com/atolls-a-l/arno-atoll.

4.1 General Services

4.1.1 Transportation

Several ferries go between Majuro and Arno, but the main ferry is Ronnie Reimers +692.456.4859 (or he can be found at Shoreline or Tide Table)

4.2 Provisions

The owners, Francis and Hiromi Reimers of the Beachcomber Lodge might be able to provide fresh produce. +692.455.1964 or iva1909@yahoo.com.

5 Mili Atoll

Mili Atoll is part of the Ratak Island chain with approximately 500 people living here. There are approximately 92 islets around this atoll.

Mayor Joel Jitiam is who you pay the Yacht Permit of \$25 per person. Children under 5 years are free.

Anchorage are listed starting with Mili Island and then going clockwise around the atoll.

5.1 Background and History

Mili atoll is the second largest in terms of land area. During WWII, Mili was a major Japanese base.

Mili has 5 main islands, but most of the population live on Mili which is the SW island. Enejet and Lukonwor islands are only accessible by land during low tide. – www.infomarshallislands.com

5.2 Passes

5.2.1 Tokawa Pass

Aug. 2013: Tokawa Pass (NW most pass) 06°13.924N / 171°48.238 (ocean side). It was easy, especially with tracks from Westward II and Google Earth charts. There was some current in the pass, but not bad in the light conditions. – Soggy Paws

May 2011: The pass is small but plenty big enough. We made it through about 10am to give us good light for the visual navigation you need to do inside the atolls as you watch for bommies. – Learnativity

5.2.2 NE Pass

May 2011: NE Passage out of Mili. Our charts said there was just enough depth (about 20') for this pass to be safe for us to go through. We had talked to the captain of a large local boat who said this pass would be fine. This would put us a bit further east which was good and then we'd turn south and be off towards Funafuti.

As we approached the NE Passage, we could see there was about 500m, between the two islands that marked this pass but our charts showed that there were significant coral outcroppings from each side. It was a bit daunting to see the large rollers breaking as the west-moving swell from the open ocean outside suddenly rose up from several thousand feet to only 20' above the coral in the pass. However, we had the wind and the current opposing us so if anything did happen or we decided we didn't like the looks of this pass, we could easily turn back with the help of the wind and current and go to the main pass on the NW corner of Mili.

So, we kept a close eye on the waves, watched for any colour change in the water that would indicate sudden depth changes and watched the depth meter as we steadily headed into the pass. Fortunately Learnativity has a large powerful engine which helps us stay in good control and push us through such passages and with all things seeming to match our charts and other information, we made the decision to go for it, gave it some more throttle and headed into the waves which were now rising up to about 5m. Learnativity's length and weight helps us as well to cut through and ride such waves, and ones much larger and while it was an exciting ride for a few minutes, the depth meter never dipped much below 20' and was soon reading hundreds as we cleared the pass and headed out for open ocean.

We stayed heading east to gain good clearance from the island and to get out into slightly calmer water though the storms we had been seeing the past two days had clearly built up some significant swells and wind waves and the seas were running about 3m/10ft out of the east. – Learnativity

5.3 Mili Mili Island

5.3.1 Anchorages

Aug. 2013: 06°05.14N / 171°05.04E. We had light wind conditions while here. – Soggy Paws

5.3.2 Activities

Aug. 2013: Near our anchorage spot, there was a Japanese shipwreck and an American B-25 bomber. We spent 3 light air days anchored here exploring the wrecks and also spent a day hiking ashore looking at old Japanese installations and airplane debris. A piece of the shipwreck is visible at low tide, sticking out of the water a couple of feet. This is a decent snorkel.

We found water clarity around Mili to be best when the tide was DROPPING. As soon as the tide started up (using WXTide32 for Mili), the water all of a sudden had lots of particulate. The bomber is in 25' in the sand, just ESE of where we anchored. When the water is clear, you can snorkel to find it. We never found the A24 wreckage that Matt Holly describes, north of the shipwreck.

There are WW2 bomb craters everywhere on Mili Island--the US forces bombed the crap out of Mili before finally coming ashore. We found some very awesome gun emplacements, a few with the huge guns still mounted, along the western shore near the end of the runway. We also found a Japanese Betty bomber and 2 Japanese Zero wrecks. Basically, we walked out the runway to the western shore, then beat the jungle along the shore (a little bit) until we found stuff, then circled back left toward the village along the shore most of the way. See our waypoint list below. The last waypoint was from a second trip. It is on the northern end of the atoll, and there are several items there.

Description	Lat	Long
Betty (Plane) Wreckage	6°05.191N	171°44.119E
Bunker	6°05.242N	171°43.607E
Ammo Bunker	6°05.147N	171°43.575E

Large Gun	6°05.116N	171°43.573E
Large Gun	6°05.086N	171°43.564E
Observation Post Bunker	6°05.053N	171°43.564E
Water Tank	6°04.992N	171°43.546E
Clearing	6°04.938N	171°43.535E
West End of Runway	6°04.882N	171°43.601E
Zero (Plane)	6°04.806N	171°43.597E
Zero (Plane)	6°04.798N	171°43.553E
Building	6°04.710N	171°43.684E
127mm Guns	6°04.661N	171°43.686E
127mm Guns	6°04.679N	171°43.701E
Big Generators	6°04.691N	171°43.751E
Bunker	6°04.668N	171°43.800E
Pillbox	6°04.668N	171°43.849E
Gun in Water	6°04.657N	171°43.888E
Guns in Water	6°04.653N	171°43.939E
Bunker	6°04.923N	171°44.155E
Command Bunker	6°04.968N	171°44.196E
Machine	6°05.031N	171°44.310E
Bunker now House	6°05.077N	171°44.278E
Bunker	6°05.138N	171°44.280E
Bunkers & 127 Double-Guns	6°06.320N	171°43.930E

If you're interested in this stuff, get a copy of the 1994 Henrik Christiansen WW2 Archaeological report on Mili Atoll (can be obtained as a PDF file from the Historical Preservation Office in Majuro). There is lots of other stuff on the island, laid out in maps in that report. – Soggy Paws

5.3.3 *Cruiser Reports*

Aug. 2013: We only spent one afternoon ashore on Mili, walking around trying to find old Japanese gun emplacements. We pulled our dinghy high up on the beach in front of a randomly-selected house, and were greeted with smiles and "Yokwe". We left our dinghy there under Selena's coconut tree, and it was unmolested when we got back.

The people ashore at Mili Island were very friendly. It is a very nice clean island, with all the trash picked up and the yards nicely kept. Mili is very lush, compared to the northern atolls--lots of banana, papaya, breadfruit, coconut. You could trade for locally-grown things you need. – Soggy Paws

5.4 Alu / Nanru Island

5.4.1 Anchorages

Aug. 2013: 06°12.196N / 171°43.629E. Not a comfortable anchorage in easterlies. – Soggy Paws

5.4.2 Cruiser Reports

Aug. 2013: We found the acting mayor there who spoke barely any English. It was dead low tide when we were there, so a little difficult getting the dinghy in. We ended up dropping the guys on the reef and they walked in, and then waded back out to be picked up when finished. – Soggy Paws

5.5 Tokowa Island

5.5.1 Anchorages

Aug. 2013: We first stopped at the anchorage right near the pass, labeled Port Rhin on the chart, behind Tokawa Island. Westward II had told us that the policeman who spoke good English was here (Kazzi). But locals said that neither the mayor nor the policeman were there. – Soggy Paws

May 2013: 06°13.142N / 171°47.983E 25m, swell invades, no protection from NE. – Westward II

May 2011: 06°13.181N / 171°48.003E. The NW corner of Mili Atoll off Port Rhin. Protected spot just inside the NW pass where we entered. We found a perfect spot to anchor that had a good size coral reef that we could put between us and the swell. Made for a very comfortable anchorage. – Learnativity

5.5.2 Cruiser Reports

May 2011: Some of the local men rowed out to welcome us and we were able to show them our papers and get their permission to stay. The wind and waves were too much for us to go ashore to trade with them but we gave them some of the goods and we had a short but good visit with them. – Learnativity

5.6 Jobenor Island

5.6.1 Anchorages

May 2013: 06°14.130'N / 171°53.348E 11m, little roly, especially high tide, watch for bommies. – Westward II

5.7 Ennanlik Island

5.7.1 Anchorages

Aug. 2013: 06°12.472N / 171°58.625E. in mixed coral and sand, in 45-50'. The shallower water was all coral and it got deep very quickly. Not much protection from SE winds. – Soggy Paws

Aug. 2013: 06°12.464N / 171°58.592E 17m and the boat floated in 27m of coral/sand. Very calm anchorage. Our second anchor spot was at 06°12.444N / 171°58.598E in 19m. – Westward II

May 2011: 06°12.217N / 172°00.004E. in 30' in sandy bottom. We wanted to avoid damaging any coral and by the time we let out about 200' of chain we were already in 120' of water as the coral drops off quickly. A great little spot to anchor just off two postcard perfect little palm islands with a long sandy beach connecting them and lots of coral reefs to break up some of the swell. – Learnativity

5.8 *Near Wau Island*

5.8.1 *Anchorage*

Aug. 2013: 06°05.726N / 172°06.227E. in 10m protected by reef. Very calm. – Westward II

5.9 *Enedoul Island*

5.9.1 *Anchorage*

Aug. 2013: 06°02.033N / 172°06.123E. Anchored in 18m and the boat sat at 26m. – Westward II

6 **Aur Atoll**

Aur is part of the Ratak Island chain and approximately 300 people call Aur home. There are approximately 42 islets around the Aur atoll.

The mayor is Hesa Kaious whom you pay the Yacht Permit fee is \$25.00 upon arrival.

For more information, visit: www.infomarshalislands.com/atolls-a-l/aur-atoll.

6.1 **Passes**

There are four wide and safe passes on the north-west side of the atoll and a single pass in the south.

Mahi-mahi are abundant in the last 10nm approaching AUR Atoll from the south and tuna and wahoo along the NW side. Marlin are also on the northwest side and a large lure will nearly always result in large trouble for you. a massive pod of dolphins at the south pass. Large turtles are often seen in the lagoon and trolling with a small bright blue/silver lure is often rewarded with rainbow runner as you cross the atoll. There is excellent snorkeling inside the lagoon and also at the encircling reef.

6.1.1 **North Passes**

The north most pass has a large reef (08°19.125N / 171°02.801E) after the pass but it is about 1 mile into the lagoon and easily steered around.

Oct. 2023: We entered the NW side, through the West pass 08°19.183N / 171°02.341E. –Iris

Feb. 2011: The North Pass in Aur is clearly defined and presents no difficulty... fishing in the pass can be rewarding as it is in most of the Marshall Islands Passes.

1: 08°18.45N / 171°03.30E

2: 08°19.05N / 171°02.70E

3: 08°18.20N / 171°02.40E

4: 08°18.20N / 171°02.25E

Presented by Mr. John IV

2010: Waypoints for smaller (width @ 160') **North Pass** were:

- Shallow spot between Tabal and North Pass (not marked on chart) to port of course 08°18.316N/ 171°03.926E (south of this waypoint by 150')
- Approaching Pass from Lagoon-side 08°18.250N / 171°02.538W, 125'
- Start of Pass 08°18.233N / 171°02.423E, 75'

- In Pass 08°18.227N / 171°02.366E, 35'
- Out of Pass Ocean-side 08°18.276N / 171°02.166E, 60'
- Line up if approaching from outside 08°18.306N / 171°02.09E

For the wider **North Pass**, line up from outside 08°18.885N / 171°01.733E. – Holokai

6.1.2 South Pass

The south pass is about 150' wide.

Aug. 2011: We entered the very easy South Pass (WP outside: 08°10.444N / 171°06.376E / WP inside 08°10.625N / 171°06.538E). – Sloepmouche

2010: The **South Pass** is about 150' wide. Waypoints:

- South Pass Oceanside 08°10.444N / 171°06.376E
- South Pass Lagoon side 08°10.625N / 171°06.538E.

When sailing direct from **South Pass** to **Tobal** stay east of bommie at 08°12.885N / 171°06.615E This will give a nice clear passage across the lagoon. – Holokai

6.2 Aur Island

6.2.1 Anchorages

Aug. 2011: **08°09.166N / 171°09.844E** in 25' of good sand. We made one easy tack towards Aur island in the S. corner. This is the 1st village you should visit to present your permit and pay the \$25 fee.

The anchorage is a way from shore so we had a very nice breeze and had privacy on deck. You still have a short and easy beach access by dinghy to the shore. There is, however, a relatively large tidal difference (about 6-7 ft) to be aware of. – Sloepmouche

Feb. 2011: The anchorage here is one of the nicest in the whole group, there are however, some strong currents, so caution is needed when swimming / snorkelling.

ENTER ANCHORAGE GOING EAST ON 08°09.250N & SWING NORTH TO ANCHOR WHEN YOU HAVE YOUR DEPTH.

Aur is still well south and does suffer the same ITCZ crud that Majuro gets (though a little less). When the wind goes NNE, you may have to quit this anchorage and take shelter up the north end of the Lagoon. – Mr. John IV

6.2.2 Cruiser Reports

Jan. 2013: We called into the southern village of Aur, but with the wind and sea conditions, we ended up anchoring off a nearby island in 11m and the boat in 20m. Winds a brisk 25 plus. – Breakfree

Dec. 2012: We headed south to Aur Island in hopes of doing some kite surfing along the reef. We were greeted with coconuts and bananas and were able to give 3 rainbow runners in trade. The village was a little bigger than the one on Tabal and was very clean and well kept. – Downtime

6.3 *Tabal Island*

6.3.1 *Anchorage*

Oct. 2023: 08°18.579N / 171°09.270E in 10m in sand among a small number of coral bommies. Used floats on our anchor chain, and did not have any problems with the bommies. – Iris

Feb. 2011: There is plenty of room to anchor inside the isolated coral patch and somewhere south of the Landing Craft that can be seen on the beach in front of the village. – Mr. John IV

6.3.2 *Cruiser Reports*

Sept. 2024: According to the very informative website www.infomarshallislands.com, the women of Aur are expert handicraft makers while the men carve miniature traditional canoes. – sv Sugar Shack

Dec. 2012: After having safely cleared the pass and anchored in front of Tobal Island, we were greeted on the radio by James Bond 007! James is the local medical practitioner and as it turns out would become our good friend and connection to the village for the week. – Downtime

The village only had 150 people so everyone naturally knew everyone. James greeted us when we came ashore with a big bunch of bananas, giant cooking bananas, and drinking coconuts.

Meeting James and his family was the link to making the whole week an amazing adventure. As we sat down and shared stories with a fresh coconut in our hands James told about the island.

James asked if would like them to catch us some lobsters? They promised this would be safe than and rarely did they go in water over 4' deep to catch lobster. We had to wait for low tide at 2 am. I flip flopped my way out to the shallow reef where the boys were wading in the water with their dive lights searching for lobster. They had caught 2 by the time I arrived and within an hour we had 10 in the bag!

The kids on the island would swarm around us and were so friendly, asking lots of questions. The bags full of candy would disappear and smiles were shared.

The kids here are so courteous and respectful to their elders and if one achieves something the whole group celebrates! We had the first kid riding the board and the whole group was clapping and giving him praise on shore. It is like they all want everyone to enjoy success and share the glory and are so unselfish. We spent two days dink surfing and then had a big party with 20 kids drinking pop and eating Oreo's on Downtime! This is one Island I will never forget! – Downtime

Dec. 2012: We arrived in Aur from Majuro mid-morning (nicely timed for bommie spotting) at the south entrance and spent the day sailing across the lagoon to the island of Tabal in NW corner, where we were told most of the population (about 300) of Aur had decamped for the Christmas festivities.

We met the Mayor in his little grass hut, showed him our permit, paid our \$25 and were welcomed.

The local Iroj told us the "beat" celebrations would be in the church Christmas day morning and again we were welcome. Back in Majuro, over the few weeks leading up to Christmas we had seen (and heard!) lots of people practicing dancing and singing in the churches. This "beat" is done in rows sort of like line dancing with a leader with a whistle at the front. Each Church "chapter" puts on a performance on Christmas day and a collection is taken for each group. It actually seems to be fairly competitive with each group having distinctive dress / uniforms and trying to out dance the previous mob.

On Christmas Day, we attended the local Tabal "beat". Quite a different Christmas experience....a mixture of modern US, traditional Marshallese with an almost tribal feel. Every section of the local community was represented from young to old. We were invited to the community feast...and seated at the big table with all the local dignitaries!!! The food was served on amazing woven pandanus plates

and was very traditional Marshallese....Pork, beef, preserved breadfruit, coconut milk, pandanus meat, tapioca starch and green drinking coconuts....I can't say yum but there was enough to feed an army for a week! We only stayed from 11am until 7pm so missed a few hours of the celebrations! – Breakfree

April 2011: We anchored in front of Tabal village and had great contact with many people including James (acting doctor) and Terry.

Beach access is tricky at low tide, but there are a couple areas with a clear channel to the sandy beach. Easy navigation with very few, well visible, shallow areas on the way to the NW pass out of the lagoon.

The atoll recently received complete solar systems (post with 2 panels, 2 batteries, 6 lights, gauges, small inverters from the Taiwanese govt.) For a \$5 monthly fee to the local electric company in Majuro they get any future maintenance.

There are some very shallow reefs right in front of the village with very vibrant coral and pretty fish. Great snorkeling. – Sloepmouche

Feb. 2011: Tabal is a fairly wealthy as far as villages go, it is quite 'up-market' when compared with some of the villages. There are some WWII leftover's, but not worth the effort. – Mr. John IV

2010: A good land mark for the anchorage at Tobal is the white copra shed that can be seen from the lagoon even in poor light. This is nearly the farthest northwest point of the village as the last NW 1/3 of the island is uninhabited. CAUTION!!! There is a reef that dries at low tide directly in front of the shed, offshore from the beach about .5 miles.

The island forms a shallow bay which protects the anchorage from winds and waves, though on the peak of extreme high tides a small amount of swell will affect yachts who anchor well off the beach. The atoll is relatively bommie free though a few must be steered away from.

A large coral reef is centered off the anchorage about 1/2 mile from shore. You can anchor in front of this coral patch or left or right of this along the entire island.

CAUTIONS: there is also a large coral formation that extends out from the beach in this area. Don't sail the length of the island without first sailing out a safe distance, unless visibility is good. Watch for locals snorkeling in the bay. Sail only during good visibility. In an emergency you may safely make passage along the entire east side of the lagoon, sailing 1/2 mile off the shore. – Holokai

Aug. 2007: We were boarded by one or possibly two locals around midnight. A green plastic "Ocean Kayak" was used to paddle out to AMULET. We heard some noise, woke up, and when I emerged from down below and started yelling, he (they?) jumped in the water and started swimming to shore, leaving the kayak adrift. We quickly assessed that our two pairs of swim fins were missing from the rear deck.

The next morning, we went in to see the police, a joke - got no satisfaction. We generally keep everything left on deck locked up with chains or cables.

Beware when visiting this little village, at least one thief lives there. This was our first ever uninvited boarding with obvious criminal intent, a bit nerve wracking. – Amulet

6.4 Bigen Island

6.4.1 Anchorages

Dec. 2012: 08°21.170N / 171°02'763E. A beautiful anchorage and deserted island. The underwater visibility was at least 50m. – Breakfree

6.4.2 Cruiser Reports

Aug. 2007: We made a day trip west to Bigen Island, about 8 nm each way. We were planning to stay overnight as we heard there was good snorkeling there. C-Map was very inaccurate. Anchoring is difficult as the many scattered coral heads seem to be only about 10' apart in every direction.

Flies immediately inundated the boat. We walked around the un-named island just to the east of Bigen then went back to Tabal. Amulet

6.5 Mummet Island

6.5.1 Anchorages

Dec. 2012: We anchored in the lee on the SW outer side of the island outside the reef with the open ocean behind us (with NW winds). We found a place along the outer reef with a small shelf and 40' to drop the hook and it wrapped around a big rock and held fast. We let out another 150' of chain and backed down over the outer edge of the reef and were now sitting in 200' of water! Wow what a drop off along this reef! This definitely would be one of those nights I would be sleeping with one eye open and have the anchor alarm on hoping the winds did not shift from the west! – Downtime

6.5.2 Cruiser Reports

Dec. 2012: In one of our conversations with James, he told us that his wife owned Mummet Island the small island we could see 9 miles across the lagoon. Unfortunately, they have not been able to get out to the island for almost two years since his father in law had passed away. The decision was made to take he and his family to the island the next day.

James's wife is an expert weaver and she gave us small woven hearts, dolphins, and fish to put on our small Christmas tree. She also made a beautiful basket and other woven decorations for us while we were there. Special gifts that we will treasure, a small token for us taking the family to her island.

By morning they had caught two sacks full of two different types of crab, one a small land crab about the size of your hand and the other the famous coconut crab we had been hearing about that grows to over a foot round and can pinch your fingers off with their huge claws that they use to open coconuts.

We walked the island which was a nesting ground for many sea birds and green sea turtles. – Downtime

7 Maloelap Atoll

Maloelap Atoll is part of the Ratak Island chain and has approximately 400 people living here. There are approximately 71 islets around this atoll. The majority population live on the five islands of Kaven, Tjan, Ollet, Taroa and Airik.

The mayor is William Saito whom you pay the Yacht Permit fee of \$100.00 upon arrival (if you did not pay it in Majuro). He lives on Taroa. If the mayor is off island, which he often is, you can check-in with Arry Latti the policeman (lives by the runway). Or you can check-in with Elton Lessep in Airik as he is the acting Mayor when William Saito is in Majuro.

Anchorage start with Taroa, where you do formalities (check-in) and go clockwise around the atoll.

7.1 Background and History

Maloelap is a popular atoll with cruisers because it is relatively close to Majuro and has a number of good anchorages with multiple villages. Japanese WWII remnants exist today and the Japanese

freighter Terushima Maru sunk in the harbor with its mast still exposed above water. Several Japanese weapons are standing off the beaches. – www.infomarshallislands.com/atolls-m-w/maloelap-atoll.

WWII History: The Japanese built two airstrips (Runway A and B). Runway B has since disappeared, but runway A is used today by Air Marshall Islands.

Taroa was the center of the Japanese military. Maloelap was first used by the Japanese military in 1935 after her withdrawal from the League of Nations.

Secretly the Maloelap base was being well developed by the Japanese, with a full-service Naval Air Base being constructed. Two 5000' runways, hangars, service shops, barracks, bunkers, ammunition depots, command centers, and lots of guns of every description. Taroa was completed with a large pier with a crane, two smaller work docks, and channel and anchorage pillars constructed to aid shipping. A large power station and pier was built at nearby Pigete Island which supplied Taroa with power via an underwater submarine cable over 3 miles long. The Americans were very surprised to discover this well-established airbase in 1942 (over 7 years after it was built).

War came to Maloelap suddenly on the morning of February 1, 1942, with two raids by U.S. Naval aircraft from carrier USS Enterprise (CV-6). The first air raid totaled five Grumman F4F "Wildcat" aircraft with two 100-pound bombs each.

Between Feb. 1942 and Aug. 1945, US aircraft dropped 3543 tons of bombs and US ships shot 453 tons of shells onto Taroa.

While the first attacks were carrier-based and irregular, daily attacks were started after Majuro and Kwajalein had fallen to the U.S. At the same time, all supply lines to Taroa were cut off, and the Japanese garrison was left to starve.

Of the originally 3,097 strong Japanese garrison (1772 Navy, 368 Army, 957 civilians) only 1041 (34%) survived. Several Marshallese were also killed. The survivor rate for Maloelap is the worst of all bases in the Marshalls. Death occurred from air raids, diseases, accidents, and suicides, but mainly from starvation. – *Matt Holly Report on Maloelap WW2 Artifacts - Nov 2006, Dirk Spenneman "A Virtual Tour of Taroa Airbase"*

Here are some useful websites to learn more about the history of Maloelap:

- [Historical Sites on Maloelap](#)
- [Virtual Tour through Japanese Airbase](#)
- www.nothingunknown.com/content/2016/10/7/taroa-island - this is a great blog!
- [Diercke International Atlas Maloelap](#)

7.2 Passes

Maloelap Atoll has passes in the west, southwest, south-southwest, and north-west providing a navigable connection between the lagoon and the open ocean.

7.2.1 South, South Pass

Oct. 2024: (1st pass from the south) at 08°31.974N / 171°06.310E. This is a nice, fairly wide and deep pass. We entered 2hrs after low tide and the shallowest we saw was 34m. We have a shallow draft 1.3m and had no issues. We passed the sandbar to port. We had less than 6kt of wind and no seas – perfect conditions for entering a pass. – sv Sugar Shack

Oct 2023: We used Sloepmouche's GPS coordinates. Pass is very easy and doesn't present any problems navigating in good visibility. Aim for the visible sand bank, which marks the entrance. – Iris

Aug. 2011: We entered via (outside 08°31.98N / 171°06.31E then inside 08°32.33N / 171°06.47E) and sailed all the way to Airik Island in the SE corner. – Sloepmouche

Feb 2011: Line up the South South Pass: the clearly defined Sand Island will be visible and slightly to port. This Sand Island is most visible at LW but is still a good marker at HW and in reduced visibility.

Waypoints for the south pass entry:

001: 8°31.729N / 171°06.096E

002: 8°32.154N / 171°06.380E

003: 8°32.344N / 171°06.539E

004: 8°32.394N / 171°06.718E

005: 8°31.703N / 171°08.089E

Once inside you should head directly to **Taroa** to the NE, and pay both your respects and your 'entry fee' to the Police Officer, who collects it on behalf of the Mayor. This, at least, was our procedure but you should just check this info is still valid when obtaining your permits. —Mr. John IV

7.2.2 South Pass: Enijun Channel

2009: Ocean 08°35.392N / 171°02.467E, mid-channel: 08°35.435E / 171°02.612E, Lagoon 08°35.484N / 171°02.776E. 47' deep. Hugged N edge of reef to avoid shallow in center pass. – Creola

7.2.3 Bebi Island Pass

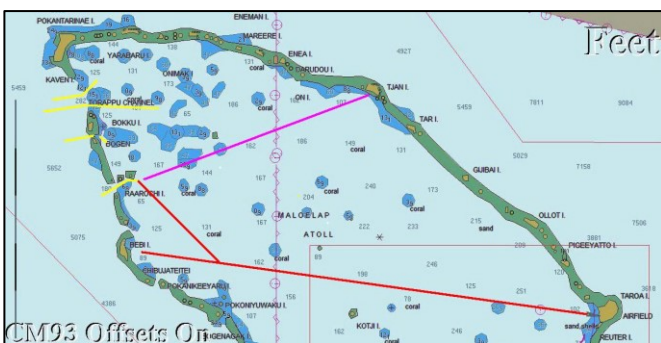
Aug. 2013: The center of the pass is located at 08°45.96N / 170°53.01E. It was an easy entry. It was late in the day with the sun behind us, and we went in using "Eyeballs" and a Google Earth chart.

We existed the atoll on that visit, and used on a subsequent visit, the **South Pass**. We used Mr. John's waypoints below, and they are fine. – Soggy Paws

7.2.4 NW Pass

Aug. 2011: Goes between 2 islands. Waypoints were spot on. We had a wide and deep pass to sail thru (lagoon side 08°49.798N / 170°52.035E. Ocean side 08°49.777N / 170°51.641E) – Sloepmouche

Feb 2011: There are a couple of passes to choose from and most are fairly easy to use.



The **Torappu Channel** is quite wide and is over ten feet deep almost right up to the Reef that extends north from Bokku Island.... This reef is very easy to spot and is almost always breaking, there are a couple of large lumps of coral close up to the drop-off and these are quite visible.

I only used the **Raarochi Channel** ...this was back in 1988, before GPS and due to overcast conditions I felt safer, on leaving Tabal, headed across the lagoon for Bebi I. which was quite easy to identify some distance off. Then, when I had established my position, I headed NW and picked up the channel without difficulty; all the reefs were very clear to see, even in the poor light. Raarochi Island is quite substantial and sparking white and the 3 detached reefs could be spotted at almost 2 miles off.

To the south of **Bokku Island** is another channel which separates it from Bogen Island, this also a good departure channel as it lays between two easily recognized islands and you can run east-west along the 08°49.8N latitude right between them. However, watch for the isolated white sand and coral patch about a mile east of the pass and a little north of the line

There are plenty more channels further south and most of them will accommodate a yacht without too much trouble. – Mr. John IV

2009: Torappu Channel: Ocean 08°50.697N / 170°51.701E; mid-channel 08°50. 697N / 170°51.948E; Lagoon 08°50.757N / 170°52.173E. 43' deep. Hugged north shore of Bokku Island. – Creola

7.3 Taroa Island

This is where you find the mayor, William Saito and/or the policeman Arry Latti to show your permit pay your yacht fee (if it was not already paid in Majuro). You can also check-in with Elton Lessep in Airik.

7.3.1 Anchorages

Oct. 2024: 08°41.549N / 171°12.217E in 4m. Dropped on a nice sandy patch, very few bommies. We are at the southern end of Taroa in front of the reef with a nice breeze. Super pretty spot. A 1nm dinghy ride into town, but worth the fuel. We anchored in this area several times.

When the winds picked up 20-25kt+, we ended up dropping back to deeper water for a stronger hold.

We had a 15-20kt westerly wind that brought an uncomfortable swell forcing us to move.

Dinghy Landing: Arry Latti (police) instructed us to leave the dinghy in front of the school which was just before the "L" shaped pier (it has a little more protection from the pier) and is where they moor their boats. The swell can be big at high tide so be aware. – sv Sugar Shack

Oct. 2023: 08°42.290N / 171°13.326E in 14m in sand with coral bommies. We anchored north of the wreck and west of the pier. Lots of room to swing, and if you use floats you will not get stuck when the wind changes. – Iris

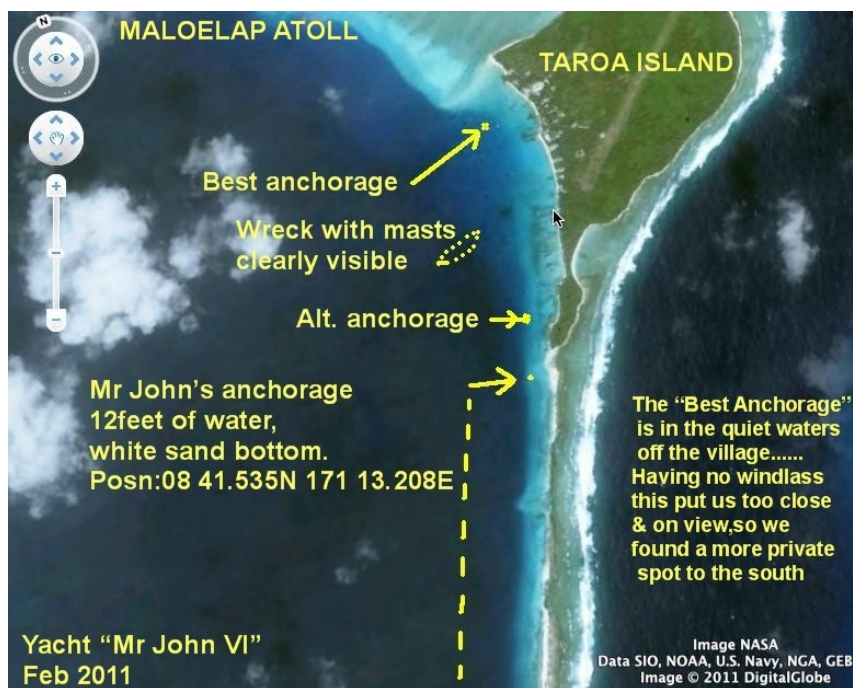
Aug. 2013: We anchored in 3 spots in Taroa. 1st right off the pier in 15' sand with scattered heads.

2nd spot: in 12' between the Terushima Maru and the pier. We were trying to get protection from the S-SW winds, otherwise we wouldn't have been in so close. There is an old ship's chain that comes off from the T.Maru toward the pier. Watch for a straight line of small coral heads and don't drop your anchor on the chain!

3rd spot: because of mozzies from shore, and a lack of wind close in, we moved out to 40' deep. Again, sand bottom with good holding, but scattered large coral heads. – Soggy Paws

Aug. 2011: 08°41.535N / 171°13.308E 12-foot sand. – Sloepmouche

Feb. 2011: The normal anchorage and probably the 'best' anchorage, is off the village where indicated; however, we found what we considered to be a better spot and whilst the protection not as good, we had privacy and could land on the beach without being swamped by the local children. It was an arrangement we could live with and we did like the clean, clear water for our early morning dip!



On Google Earth, you can see several yachts anchored off the main village on Taroa, there is plenty of sand between coral heads and the holding ground is good. In strong Trade Wind conditions, you can get more shelter here when the swell starts to get over the reef. – Mr. John IV

7.3.2 Formalities

Oct. 2024: We anchored about 1nm away from the main village, mostly to get a breeze and have a pretty view. Within 2 hours, the local police, Arry Latty arrived requesting our permit. He was super nice and offered to give us a WWII tour. He lives near the airport, but you can ask anyone for “the police” or Arry Latty to receive your permit as the mayor is often in Majuro.

Arry Latti has two numbers +692.455.1142 or +692.457.4538 and email: arrylatti3@gmail.com.

We had paid our permit fee at MOCIA so all we needed to do was give him the permit. I still asked him to sign/date our permit copy for our records. – sv Sugar Shack

7.3.3 Provisions

Nov. 2024: There are two small grocery stores that offer the basic staples (canned goods, flour, sugar, rice). However, these are for the locals as they only get a supply ship every 6-9 months so please don't purchase their small supplies. – sv Sugar Shack

7.3.4 Transportation

Nov. 2024: Taroa receives the supply ship once every 6-9 months (sometimes once a year). It is inconsistent and not very reliable for them.

They do receive (1) Air Marshall Islands flight every Friday around 10:00am. However, they do not put supplies on the plane because it is cost prohibitive.

Arry has a vehicle that he can use for the tour, but fuel is very expensive and hard to come by so he prefers to walk and it is a great way to see more of the island. – sv Sugar Shack

7.3.5 Activities

Oct. 2024: There are lots of WWII remnants on Taroa and a few items on Airik. Useful websites:

- [Historical Sites on Maloelap](#)
- [Virtual Tour through Japanese Airbase](#)
- www.nothingunknown.com/content/2016/10/7/taroa-island - this is a great blog!
- [Info Marshall Islands](#)
- [Diercke International Atlas Maloelap](#)

Ask Arry Latty, the local policeman to give you a tour. Arry Latti has two numbers +692.455.1142 or +692.457.4538 and email: arrylatti3@gmail.com.

He is very reasonable and fair. The cost will range between \$25-\$50 for the 3-hour tour (we had 2 people and paid \$50 for both of us). It may cost more if you ask him to drive you around. He is located near the airfield, ask one of the kids to take you to the “policeman.” You basically walk around the island in a large circle – it’s a 3-mile trek through the jungle and over the reef. Go during low tide and where decent shoes. You will miss many things if you drive around, we recommend the walking tour.

In front of the village:

Toreshima Maru sunken supply ship. Sunk in the shallows off of Taroa. You can’t miss the mast sticking out of the shallow water. It was the last supply ship to reach Maloelap during WWII. It sunk in 1943. Easy snorkel, they ask that you don’t dive due to safety issues and live ammunition which they have not been able to remove.

Coastal Defense Gun: Just north of it you will find an “coastal defense gun” that used to be “on land” and today has its base on the water (except during low tide).

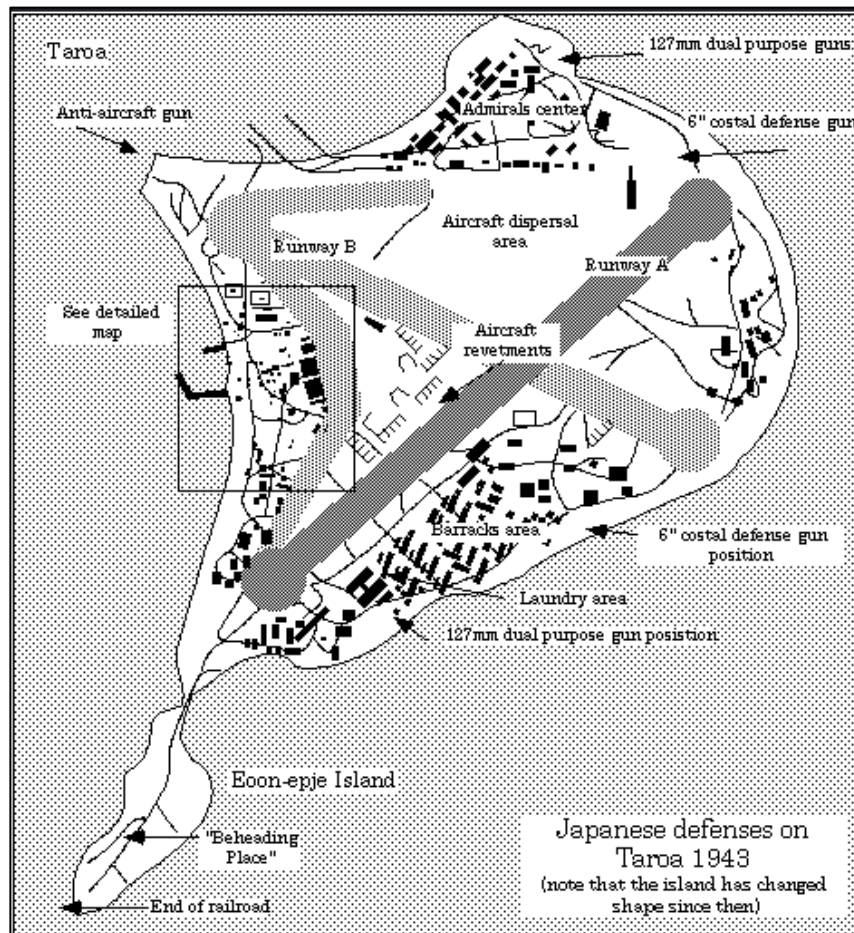
The “L” Shaped Reversed Pier built by the Japanese and still used today for small boats and fishing.

Pillbox: right on shore is a defense pillbox.

Landing Craft LC-1250: Behind the Coastal Defense Gun is a 30m ferry. The ferry was built in 1950’s, given to RMI to use as a cargo ship between the atolls, and scuttled by RMI in the 1970s. It was not used during WWII.

Southern Point of Taroa (near sv Sugar Shack’s anchorage)

Railway: Just south of the main town, on the sandy spit that connects to the main island is a tall pole (that Navionics calls a “marker”). In reality this was part of the old 700’ long and 20’ wide railway that used to run between Taroa and Eoon-epje island. You will find parts of the railway and (2) rail cars on the southern end of Taroa.



In the Main Village:

Fuel Tanks: Two large iron tanks incased in concrete sit by the shore and is used as copra / trash storage.

Command Center: From the L Shaped pier, turn right, you will come across a large, 2-story building that was used as the Command Center and Communications Center. The kids will show you around.

You will also find air-raid shelters and another pillbox on shore in the main village.

On the tour with Arry he will show you the airplane graveyard (zeros and Betty Bombers), several bunkers, barracks, the old hospital, anti-aircraft guns, coastal guns, more pillboxes, ammunition depot, laundry area, and so much more. There is even a spot where they believe Amelia Earhart is believed to have crashed and died. – sv Sugar Shack

7.3.6 Cruiser Reports

Nov. 2024: We really enjoyed Maloelap and Taroa in general. We walked around town several times and the locals are super friendly. We met a few of the teachers and gifted them a globe and some school supplies, provided reading glasses to Arry (the policeman), and some treats for the kids.

You could explore the island on your own, but you will see so much more with Arry. It is a shame that several of the land owners moved the WWII remnants on their property and piled them up. So, it is hard to distinguish some of the planes and parts. Plus, the vegetation is growing up and over everything making it even harder to spot the remnants.

However, Arry will show you which bunkers, depots, and buildings are safe to go inside which is really cool and eerie at the same time. Truthfully, Arry did not know much about the history, but he did know where to find everything.

We snorkeled on the Toreshima Maru sunken supply ship which was pretty fun. Arry said that they typically do not allow divers on this ship, but if we wanted to, we could. He just wanted to know when we did it to ensure nothing happened to us (which is fair). He did warn us that there were live depth charges still in and around the wreck and not to touch them.

We walked the southern end of the island by ourselves (as it was not included in the tour). We found lots of pillboxes (4-5), lots of explosive shells, lots of bullet casings, an anti-aircraft gun, a coastal gun, a cannon, and a few bunkers (mostly on the reef, but some tucked away in the jungle). But we never did find the beheading place.

We also walked the sand spit during low tide to the 3rd small island (south of Taroa). Believe it or not, we found a green glass Japanese fishing float! What a find. – sv Sugar Shack

Aug. 2013: We spent a week in this area, looking at the World War II artifacts and searching for a downed WW2 Corsair fighter plane in the waters off Taroa.

Anyone with interest in seeing the World War II sites of interest in this area should go to the Historical Preservation Office in Majuro and request PDF files of the various reports on Maloelap. There are at least 5 (Matt Holly, Christiansen, Adams et al, University of Hawaii, and Spenneman's Virtual Tour). Or ask around the anchorage.

We spent a couple of days towing snorkelers back and forth in 60-90' water offshore of Taroa, north of the pier, searching for the Corsair remains. We never found it (contact Matt Holly for details/status).

We did locate the "B-24" remains on the reef just south of the small island to the north of Taroa (described in Matt Holly's Maloelap report). This has turned out to be a PBY, not a B-24, according to Matt Holly. Look for prominent "rocks" at low tide. These are the engines. In the slot between these two engines, to the west, there's a nice snorkel in shallow water, with lots of fish and live coral, and pretty clear water.

We spent one afternoon tromping around in the bush in the northern half of the island, visiting the Japanese Control Center (in the village), out to the airplane graveyard, and to the guns on the northern tip of the island. We had a guide for this visit (Zacharias). He knew where the interesting sites were, but knew virtually nothing about them. It would be a good idea to print out the map from the Spenneman Virtual Tour. – Soggy Paws

Dec. 2012: We first anchored at Taroa, a village full of Japanese World War II relics. We had an amazing snorkel over a Japanese munitions shipwreck in the anchorage. About 100 metres long in 15 metres of water and almost intact except for a bombed bow.

Ashore were the remains of fuel tanks, admin buildings, plane wrecks, air raid shelters, and numerous craters from bombs dropped on the WW2 airfield and even a 6-inch cannon on the beach! – Breakfree

Aug.2011: Perfect calm anchorage in 25ft of good sand and a galore of WWII artifacts to look at, from the wreck in the harbor you can snorkel on, to the numerous pillboxes, guns, plane fuselage, concrete underground bunkers, a 3-story HQ building, huge fuel depots ... and more ashore. Small WWII concrete jetty makes dinghy landing convenient. We saw Zacharias, the council secretary, who introduced us around and showed us many WWII remnants. Most of these remnants just sit there and deteriorate slowly exactly where they were left at the end of the conflict ... some buildings are used by people but most are just abandoned!

We snorkeled scuba and filmed on the sunken wreckage of a Japanese freighter "Terushima Maru" easily spotted as two prominent masts of the large vessel still extend above the water at even high tides. The water is generally very clear and calm at low tides, and has a nice collection of marine life in and around the vessel.

Warning: this vessel has live depth charges Many Japanese warships, when sunk, carried their live depth charges with them. If pre-set to 33', as was a custom, and the safety forks fell off, they detonated. Many men were killed in the water in this manner. The depth of the hold is about 35' deep. The depth charges sit on a mid-deck, at about 20' down. If they were to roll off, or the deck deteriorates and fails, they could detonate. You can see a few of them remaining as well as the rails used to roll those to the transom to dump them. – Sloepmouche

7.4 *Kemar / Kumaru Island*

7.4.1 *Anchorage*

Aug. 2011: 08°34.1N / 171°10.3E in 50-60' of good sand. The queen of southern Maloelap that we met in Airik gave us permission to stop at a small uninhabited atoll just 4 nm away.

Beachcombing was fun as well as going at night to look for coconut crabs & lobsters. Despite the 20-25kt of NE wind, we were well protected with only a small sideways swell. – Sloepmouche

Feb. 2011: 08°34.187N / 171°10.213E. In 20' of water, a nice little anchorage. – Mr. John IV

7.5 *Bwokwankin Island*

7.5.1 *Anchorage*

Oct. 2024: 08°37.650N / 171°10.960E in 5m sandy patch with very few bommies. We had a great stick on the first try. Super beautiful spot with gorgeous turquoise waters.

We saw this beautiful palm tree lined island as we crossed the lagoon from the pass to Taroa. We both knew instantly that we wanted to anchor near here.

We motored closer to Bwokwankin island as we had hoped to be in front of it but there were a lot of bommies so we came back to this sandy spot. – sv Sugar Shack

7.5.2 *Cruiser Reports*

Oct. 2024: Wow what a beautiful spot. We had excellent conditions with light winds, no swell and simply enjoyed the scenery. You can easily walk the entire beach during mid to low tides. This is one of our favorite spots with a nice breeze, beautiful, clear waters, stunning views and peace.

On our first day we jumped in the water and were promptly greeted by an aggressive gray shark. We didn't last long and got out. Since it was low tide we decided to walk on the beach. We started in front of us and headed toward Bwokwankin Island (or as we call it 19 Palm Island). You can walk all the way to Eien Island, but we turned around as the tide was coming up. We walked for 1.5 miles along the narrow sandy spit and back. The next day we walked toward Egeriben during low tide and managed to walk to the southern tip of this island and back. Both super easy, nice walks. Not much shelling, but you have your choice of floats, flips and plastic on the windward side. – sv Sugar Shack

7.6 Egeriben

7.6.1 Anchorage

Aug. 2013: 08°36.93N / 171°10.65E in 16-20' sand, scattered coral. We dropped anchor on the edge of the shelf. In trade-wind conditions, you wouldn't have to worry about swinging room, but in the summer with passing squalls and variable winds, the swinging room was a little tight. Fortunately, we were fine for the night. It was a nice protected spot. We did not go ashore. – Soggy Paws

7.7 Airik

Pronounces "Are-Ick"

7.7.1 Anchorages

Oct. 2024: 08°29.579N / 171°10.837E in 15m of nice sand with a solid stick on the first try. This is between Airik island and Makar island in front of the reef to catch the breeze. – sv Sugar Shack

Aug.2011: This is a calm anchorage in 30ft of good sand with isolated coral patches. – Sloepmouche

April 2007: 08°29.989N / 171°11.140E. Anchorage is peaceful, well sheltered, no swell. – Amulet

7.7.2 Formalities

Nov. 2024: Arry Latti on Taroa said that you can check-in either in Taroa with him or in Airik with the acting Mayor Elton Lessep. – sv Sugar Shack

7.7.3 General Services

7.7.3.1 Internet and Wifi

Oct. 2024: In the main village on Airik, near the tower, they have internet and they generously offer access to visitors. We have Starlink and did not need access, but were touched by their generosity to share. – sv Sugar Shack

7.7.4 Cruiser Reports

Oct. 2024: Our anchor spot was perfect and so beautiful. Close enough to dinghy to the village on Airik but far enough away to feel secluded. We had a nice walk around Makar island which required shoes as you traverse over rocks and coral. There is a single dwelling here but it is more like a weekend getaway than a full-time residence.

We walked the entire beach length (2-miles RT) and only one person came out to greet us. Everyone else stayed inside their homes. We were hesitant to walk into the village without having a local's approval so we stayed on the beach. However, Ronnie was cleaning part of the beach and greeted us. His grandmother is the "Queen of Maloelap." I asked what that meant or entailed and he just smiled and shrugged. The beach walk is lovely with soft sand from end to end.

We tried to get close to the "Danver" shipwreck which can easily be seen at all tides. However, mid-tide was too low to get the SUPs near and high tide just showed a bunch of twisted metal. There are metal pieces scattered around the shipwreck too. A part of the iron mast is easily visible and accessed at low tide. – sv Sugar Shack

Aug. 2013: We anchored twice in Airik, but never spent an overnight here. The first time, we had motored by Taroa, thinking Airik was the place to present our paperwork. When we got to Airik, we asked for the mayor / policeman, and found that we were in the wrong atoll (we needed to go to Taroa).

On our second visit to Maloelap, we went directly to Taroa and did the paperwork there. We planned to spend a night in Airik on our way out, but on the trip down from Taroa to Airik, the wind was so fair that we decided to leave.

Our friends on Westward II and Challenger stayed and they enjoyed meeting the people in Airik, including the doctor. They were employed for a couple of days "fixing things"--everything from hooking new batteries up to an existing solar system, to trying to repair the chainsaw for the policeman. The villagers in turn offered them heaps of limes and coconuts. – Soggy Paws

Aug.2011: This island hosts the Queen of the lower Maloelap atoll. Nice community. A very small-uninhabited motu just north, only a dinghy ride away, was a nice little beach for us to relax on. We fixed several things and in return received lots of produce and beautiful handcrafted items. – Sloepmouche

April 2007: We went ashore and walked the one dirt road/path, takes about 10 minutes from end to end. People are very friendly. The housing is mostly modern materials, cement block and metal roofs. Some secondary structures are built from the free natural materials. The school is located at the left end with about 30-40 students, island population was said to be about 90. There is a clinic next to the school. Good and mostly calm anchorage. Decent snorkeling nearby. Friendly people. We also bought some nice handicrafts including a custom-made mat from Lois (\$25).– Amulet

7.8 Kaven Island

7.8.1 Anchorages

Oct. 2010: We anchored in front of the school. They always say it is bad to anchor on a lee shore, and Kaven is a lee shore. We are the only sailboat that has stopped in Kaven in the past 5 years. Arg! – Katie Lee

7.8.2 Cruiser Reports

Oct. 2010: As we got back to the center of the village where I could see the boat, IT WAS IN THE WRONG PLACE!! We rushed to the dinghy and tried to launch it. The wind had gotten up to 30 knots straight from the other side of the lagoon, 30 miles away. With that much fetch, it only took 20 minutes to build 10 to 12' breakers on the beach and under the boat. It was an incredibly difficult and harrowing experience, we dragged, got lines tied in the prop, almost flipped the dinghy, ended up pulling the anchor and leaving. – Katie Lee

7.9 Enibin Island

7.9.1 Anchorage

Oct. 2024: 08°36.865N / 171°01.112N. 12m of sand. We had a west wind / swell. This was loads more comfortable than the Taroa anchorage in westerly conditions. There is a reef that was between our port side and the island, but it was deep enough for our catamaran to slide over it. – sv Sugar Shack

7.9.2 Cruiser Reports

Oct. 2024: Matt went to snorkel the reef to ensure it was deep enough and 6 grey, very curious sharks approached.

We went ashore, anchored the dinghy and enjoyed a lovely 2.2 mile walk around the motu during low tide. There were lots and lots of floats, shoes, FADs, and trash (especially on the windward side). But the walk was enjoyable and can be done in flips or crocs. – sv Sugar Shack

7.10 Enea Island

7.10.1 Anchorages

Aug. 2011: 08°52.73N / 170°59.66N in 17ft of good sand. We anchored Bahamas style (anchors fore and aft) to avoid going over shallow reefs if winds were turning as it did once in Tjan during a rainsquall. - Sloepmouche

7.10.2 Cruiser Reports

Aug. 2011: The lagoon has very few coral patches that present any danger and these are very easily seen so you can sail easily within the lagoon. – Sloepmouche

7.11 Tijan Island

7.11.1 Anchorages

Aug. 2011: A few more miles up the lagoon brought us to Tjan island. This was a good anchorage in good sand between coral bommies. – Sloepmouche

2009: 08°51.327N / 171°03.784E in 20' loose sand (big area) w/drop off to 90'. – Creola

Aug. 2007: 08°51.327N / 171°03.784E. We're anchored just at the south tip of Tjan in a pass between Tjan and another small island, the sand is somewhat loose here as the current flows between the islands into the lagoon. The first time we backed down a bit fast and dragged the anchor nearly off the shelf. The shelf is pretty wide here so there's room to swing if need be. In front of the village there's many coral patches with some decent size sand patches in between, anchoring there would also be possible if care were taken. The water clarity was good. – Amulet

7.11.2 Cruiser Reports

Aug. 2011: Here we were greeted by Ken, a very energetic native who lived in the US for his education as he is part of the Ratak chain family of traditional chiefs (Irojche) After having lived in the US system for all these years and had a boy there with a Marshallese girl, they moved back to an uninhabited island here. What a contrast! We traded forpa payas, coconuts, pandanus. – Sloepmouche

7.12 Tar Island

7.12.1 Anchorages

April 2007: 08°49.768N / 171°05.516E. – Amulet

7.12.2 Cruiser Reports

April 2007: Tar island is uninhabited but they come from nearby Tjan to process the Copra. Snorkeling was good and we saw a family of 7 manta rays about 3-4' wing spread. Saturday a local boat arrived and we went ashore to meet the friendly people. We traded some fish hooks for coconuts. – Amulet

7.13 Ollet Island

7.13.1 Anchorages

Oct 2023: 08°46.000N / 171°10.247E the anchorage is a little west of the two sunken ships, but we had nice swing room. While we were there, the wind turned to the south and we were quite happy with the swing room, however the waves started to pick up so we decided to leave. – Iris

2009: 08°45.892N / 171°10.352E in 30', sand (watch for bommies). – Creola

April 2007: 08°45.853N / 171°10.417E. – Amulet

7.13.2 Yachtsmen Services

7.13.2.1 Fuel (Diesel and Gasoline)

April 2007: The yellow store near the beach at the center of the island sells gasoline but it is very expensive at \$7.50/gal. – Amulet

7.13.3 General Services

7.13.3.1 Medical

April 2007: There is a government sponsored clinic with a “doctor”. Doctor is a very loose description, a medical technician with two years of training is what usually constitutes a doctor. – Amulet

7.13.4 Provisions

April 2007: The yellow store near the beach at the center of the island is the “best” in the atoll as even people from Taroa come here to buy items. However, it is strictly basic items: rice, flour, sugar, canned goods. – Amulet

7.13.5 Cruiser Reports

Oct. 2023: While we were at Ollot we dinghied to the second islet NW of Ollot. Here, close to shore and out of the current, we found a fantastic snorkeling area – lots of live coral, lots of fish, and great visibility. – Iris

Aug. 2013: In Ollot, we located the 2 shipwrecks, 2 (100') freighters. The one is in about 15'--shallow enough to see from the surface, and to snorkel. The second one is just off its stern in about 45'.

We anchored just north of the 2 shipwrecks. The deeper wreck makes an interesting dive. We spent an hour investigating the two engines on the reef you can see at low tide. One is off the south end of the island and the other is on the west side of the north end of the island. They are easy to spot.

See Matt Holly's report and the UH report for info on these ships and the Zero remains. – Soggy Paws

2009: Beautiful Island with very friendly people. 2 sunken Japanese cargo ships 50' apart in 30' to 60' depths, 2 Japanese Zeros. – Creola

April 2007: This was the best out island experience in the Marshall Islands thus far. The 70 or so locals are friendly and do not ask for much if anything. Sandy is the one to start with. She speaks passable English and with her husband Maston and their three young kids run the yellow store near the beach at the center of the island. Sandy wove us two nice picture frames (\$10 ea.).

James is an interesting elderly man who speaks very good English. He lives towards the North end of the island with his wife who doesn't speak English but makes nice woven handicrafts. I think he used to have something to do with the Peace Corps before they pulled out of the Marshall Islands.

We attended the Protestant Church service on Sunday (10:15 am) and were made most welcome with special guest seats of honor up front. Both the minister and Deacon speak passable English.

There is a primary school on the island. For higher grades the children must go to Taroa or Wotje.

Snorkeling is the best we've experienced so far. The highlight is the two Japanese patrol boats that are sunk in 20-60' of water right in front of Sandy's store. The deeper one was worth a scuba dive though snorkeling on it at low tide is good also. There's nice coral nearby as well. The wreckage of a Japanese "Zero" at the south end of the island is interesting, it's exposed at low tide. – Amulet

7.14 Bikat (Piggiatu or Pigeeyatto)

No Foreign Land and Navionics has this listed as Bikat but I believe it used to be called Piggiatu or Pigeeyatto).

7.14.1 Anchorage

Nov. 2024: 08°44.351N / 171°11.661E in 6-10m of sand among coral. Float your chain. In strong NE wind the swell wrap makes the anchorage uncomfortable. – NFL K.H. Alderson

7.14.2 Cruiser Reports

Nov. 2024: 08°44.394N / 171°11.826E is the location of the Japanese WWII Powerplant that provided the main power for the entire Airbase on Taroa. The Japanese built a 3m underwater pipe that powered the base. – sv Sugar Shack

Aug. 2013: There were a couple of unoccupied huts/houses on this island, but no one there. On Piggiatu is the remains of a major Japanese Generator site. Another huge building with old rusting generators. We also found a small (28-30') sailboat wrecked on the windward shore. No name, but from San Francisco. Looked like it had been there for years. – Soggy Paws

April 2007: Pigeeyatto Island has two households and 14 people we were told. Their main income comes from copra and stripping the large electric power plant the Japanese had there during WW II. It provided most of the power for the big airbase at Taroa 3 nm away. The Allied forces were surprised that they could not extinguish the lights at Taroa no matter how much they bombed it and destroyed the relatively small power plant there. From walking around the island there appears to be no defenses so I guess they kept the power plant a low-key operation. Pretty good planning on the Japanese part.

We spent a week anchored there. There's pretty good snorkeling on nice coral just south of the pier. We also spotted a live artillery shell among the coral, it was about 5' diameter by 12-14" long, we didn't risk moving it. While beachcombing, Nancy found several 50 caliber (American) and smaller caliber (Japanese) brass machine gun shells and lead bullets. – Amulet

8 Erikub Atoll

Erikub Atoll is part of the Ratak Island chain. There are approximately 14 islets around this atoll.

Check with the mayor of Wotje, Rithen Lajar for permission to come here. The locals of Wotje use this island to collect food.

8.1 Passes

Aug. 2011: Eastern Pass: 09°10.849N / 170°02.886E. We experienced some excitement as the pass had blind breakers in some areas and you have to dodge your way once you have determined where the deep water was. Amazing blue colors in that pass that would make this an excellent pass to snorkel or scuba with milder wind conditions.

Western Pass: 09°09.686N / 169°56.438E oceanside is where we exited. – Sloepmouche

8.1.1 Anchorages

Aug. 2011: We decided to check this uninhabited atoll (after getting permission from Wotje mayor) as a detour on our way to Ailuk.

But what a disappointment to not find any suitable overnight anchorage anywhere we checked! We checked the islets north of the pass as well as the one in the NE corner of the lagoon. We even checked the outside of the atoll just South of the Western pass. – Sloepmouche

9 Wotje Atoll

Wotje Atoll is part of the Ratak Island chain and has approximately 800 people living here. There are approximately 75 islets around this atoll.

The mayor is Rithen Lajar whom you pay the Yacht Permit of \$50.00 upon arrival.

The anchorages start at the main island of Wotje

9.1 Background and History

This atoll is known as the garden atoll and is home to the Northern Islands high school. There is a small power station. This was a major Japanese base during WWII. Walking around the main island is like walking around through the history books. A number of wrecks in the lagoon and shells, bunkers, and equipment scattered around the island. – From www.infomarshallislands.com/atolls-m-w/wotje-atoll/

9.2 Passes

Oct. 2023: We used the following waypoints to get safely through the pass at Wotje:

- 09°23.100N / 170°06.300E
- 09°23.700N / 170°06.300E
- 09°23.850N / 171 06.60°E
- 09°24.000N / 170°07.800E
- 09°24.000N / 170°09.000E
- 09°23.700N / 170°12.000E

Provided by Iris

Aug. 2011: We entered thru the very easy Schishmarev channel. – Slopemouche

9.3 *Wotje Island*

9.3.1 *Anchorage*

Do NOT anchor here: 09°27.426N / 170°13.755E Located in the middle of the anchorage is an important WWII wreck that has been repeatedly anchored on by unsuspecting yachties. As of 2018, an orange buoy has been placed over the wreck. It is in 30' (low tide) on a sandy bottom. – Navionics

09°27.500N / 170°13.860E marks a single buoy placed by Meico Beach Yacht club. Around here are lots of good places to anchor in a sandy bottom. – Navionics

Oct. 2024: 09°27.252N / 170°13.913E we anchored off of the town. After a long overnight, entering the atoll was straight forward in good light. – Hoptoad

Oct. 2023: 09°27.430N / 170°13.830E in 13m in sand with two floats on the chain due to the coral bommies. This is the northern part of the anchorage.

The visibility is excellent and it is easy to pick the sand between the bommies to anchor – the holding is good, and there is a lot of swing room. We anchored next to the seaplane ramp. – Iris

Aug. 2011: 09°27.484N / 170°13.855E in 25ft of good sand with few isolated deep reefs. This was the most-calm anchorage. Dinghy landing is easy at the 2 docks.

We made 2 tacks inside the lagoon to arrive at Wotje island proper to present our permit and pay the \$50 fee. This lagoon has also very few coral patches that present any danger and these are very easily seen so you can sail easily within the lagoon. The Cmap charts have these patches pretty well located too ... when you compensate for chart offset. – Sloepmouche

9.3.2 *Formalities*

Oct. 2024: A few hours after our arrival a boat came out to us to check us in. We asked if we could do it in the morning as we were pretty tired from our long overnight sail. They said “not a problem.” The next morning, we went to shore to check in. With the help of locals, we found the acting mayor at the BOMI (blue building) in the post office. – Hoptoad

9.3.3 *General Services*

9.3.3.1 *Internet and Wifi*

April 2023: Starlink has arrived to Wotje, and they even have an internet café in the center of the town at the biggest store. The deputy mayor was nice enough to let us access their Starlink for free. – Iris

9.3.3.2 *Post office*

Oct. 2024: We were able to have a small package we missed in Majuro forwarded to us by the USPS office manager. Wotje gets 2 flights a week from Majuro. – Hoptoad.

9.3.3.3 *Provisions*

Oct. 2024: We found 4 small shops that were poorly stocked until the supply ship arrived mid-way through our stay. They seem to get re-stocked every 3-4 months. After the ship arrived, we were able to buy frozen chicken, eggs, a few potatoes, and onions. We also bought beer at \$4 a can for Budweiser.

The attitude regarding alcohol in the outer atolls might have changed a bit. In Wotje, we could buy beer and some spirits in the local shops (very expensive) after the supply ship arrived. We saw cases of beer unloaded from the supply ship that had been ordered by the locals for delivery.

One shop would accept a local card only, not Visa or MC. – Hoptoad

April 2023: There are a few markets/stores in the center of town. – Iris

9.3.4 Cruiser Reports

Oct. 2024: The family we met on our first day arranged a drive around the island in the police truck. There are lots of old Japanese buildings and ruins to explore. We found detailed land and underwater historical surveys for Wotje, available from <https://rmi-data.sprep.org/search>. Overall, Wotje was a great stop with an interesting history and friendly locals. – Hoptoad

April 2023: At the power plant we asked for the Mayor, and they lead us to the central store where we met the Deputy Mayor. The Mayor does not reside on the island, but lives in Majuro full time. We have encountered this on all the islands we have visited – the Mayors and the Senators are never on the island they represent, but are “living the good life” in Majuro.

The Deputy Mayor was very nice, and gave us a tour of the island the next day. In order to move around on the island he arranged for the police officer to drive all 3 of us in the new Police truck!!

Wotje today is not a small island. It has a population of around 800, and has numerous cars and pick-up trucks. It is also the site of both a High School and a small College where students come from the outer islands to study. Just recently they opened up the Wotje Distance Education Center using Zoom to reach out to students in the outer islands. The new center is located inside an old Japanese bunker, and is quite worth a visit.

Dec. 2012: We cleared the pass by 7am but found ourselves motoring the last 12 miles across the atoll strait into the 20 knot winds towards the anchorage on Wotje Atoll. Luckily the bommies inside the atoll had been wire drug (knocked down) by the navy years ago because our new charts seem to be off by a few hundred feet! We figured this one out when our track line went right through the middle of an island on our way through the pass!

Wotje Atoll was occupied by the Japanese since the early 1920's. Wotje is one of 74 islands that make up the atoll and the largest island. By the 40's the Japanese had sugarcane plantations and had heavily fortified the island with many large concrete bunkers and even built an air strip down the middle of the island. Thousands of square yards of concrete were poured and now serve as the town center and are used as roads. Roads? Yes, we actually counted 3 pickup trucks on this 3-mile-long island!

The concrete along with the bunkers is riddled with pock marks left from bombs dropped during the war. The bunker that protected the generators took a direct hit on the roof and the blast had the force to buckle 3' square heavily reinforced concrete columns but the 3' thick roof is still intact although resting on an angle over the buckled columns. The bunker next to it has a tank battery inside and you can still smell the fuel oil inside after 70 years! One of the generators was in the middle of a rebuild with pistons the size of 30-gallon drums lined up in a row next to the cylinder head when the bomb was dropped and is now one of the longest engine rebuilds in history! e

We had one of the locals show us the other war remains and saw several 5" guns slowly rusting away. One gun was amazing in the fact that it actually had bullet holes through the barrel! You have to wonder what kind of gun has the power to shoot through another gun's 2" thick steel barrel.

Toward the south end of the island is the General's Quarters which we also found heavily bombed but still standing. The heavy steel doors were full of bullet holes but the thick walls stopped anything that struck them.

A few 100' through the coconut trees is a cemetery with two markers covered in Japanese writing.

Continuing down the path we came to the end of the island and a small bunker.

Way on the south end of the island is another battery that the big guns were placed at. The guns are long gone but the bunker remains in an amazing condition considering it was built over 80 years ago! The people from Londo keep the weeds down and the floors swept. There is an unspoken respect for what happened here on these islands. Many people's lives and futures were changed during this war and we would be living differently if the war had the opposite outcome. – Downtime

Aug. 2011: We met plenty of nice people on this island including Wesley (our informal guide), Glen and his daughter at the power plant, Dancy (high school agricultural teacher). We traded for plenty of fruits (breadfruits, coconuts, papayas, coconuts, pandanus, vegetables).

There are plenty of WWII artifacts on shore to look at and an interesting wreck to dive on. The Japanese vessel Borudou Maru was sunk at anchor in 123' of water (you can contact HPO or email us for exact GPS position). The top of the upward hull is about 70 ft. – Sloepmouche

9.4 Egmedoi

9.4.1 Anchorages

April 2023: 09°23.990N / 170°12.835E right next to the wreck of Toyotsu Maru. – Iris

9.4.2 Cruiser Reports

April 2023: As others have described, the animal life around the wreck is fantastic. The wreck itself is deteriorating, and the mast has fallen down. All in all, the wreck is a nice to snorkel and quite accessible from the surface. – Iris

Aug. 2011: We anchored at Egmedio Island, next to the Toyotsu Maru wreck that you can see breaking the surface. Beautiful snorkeling. Plenty of fish around that wreck. – Sloepmouche

9.5 Ormed Island

9.5.1 Cruiser Reports

Aug. 2011: We had a nice visit of Ormed island where the locals were eager to trade so we got nice size lobsters, coconut crabs and fruits. – Sloepmouche

9.6 Toleej / Toleef

9.6.1 Cruiser Reports

Aug. 2011: We anchored next to Toleef, an inhabited island. Just south of this island is a series of small islets that are very photogenic and nice to visit by dinghy. – Sloepmouche

9.7 Anebing

9.7.1 Anchorages

April 2023: 09°30.583N / 170°11.416E off the small uninhabited island (4nm to the NW). It was difficult to get ashore because it was coral and we did not want to rip our dinghy. – Iris

9.7.2 Cruiser Reports

April 2023: The snorkeling was fantastic right off the island. Below the 2'-3' layer of very warm water, were extremely clear cooler waters which made the snorkeling experience great. – Iris

10 Likiep Atoll

Likiep Atoll is part of the Ratak Island chain with approximately 230 people living here. There are approximately 65 islets around this atoll.

The mayor is Nicholas deBrum whom you pay the Yacht Permit fee of \$50.00 upon arrival.

The anchorages start at the main island of Litje and goes clockwise around the atoll.

10.1 Background & History

A sandhill on Likiep is said to be the highest point in the Marshall Islands. It was never occupied by the Japanese because its shallow lagoon (163.71 miles²) made it impractical to serve as a harbor for large ships. However, due to its close proximity to Wotje Atoll, VMB-613 maintained surveillance to ensure it remained free of Japanese activity.

Likiep is unique in the Republic of the Marshall Islands in that it is the only series of islands and communities that were owned by Europeans. With the intent of developing a Copra (coconut) plantation, A. Capelle, a German, and J. deBrum, a Portuguese, acquired rights to the Atoll in 1876. From then through several generations, the Capelles and deBrums dominated the culture and community of the island of Likiep and its affiliated atoll islands, running them as a company community. The islands seem to have prospered during the peak years of copra production.

Gathering and processing of the coconuts took off starting in 1891 with 40,000 kilos and peaking in 1910 at 283,000 kilos. Subsequently, the demand for copra has been on a steady decline. Unfortunately for most of the Marshallese and the residents of Likiep, today copra is in such poor demand the industry is only in existence because of heavy governmental subsidies artificially inflating the value of the product.

Likiep was a relatively popular stop for passing sea captains as early as the 1500s with Spanish explorers. As well, the Russian explorer Otto von Kotzebue made several stops during his journeys in the 1800s. Capelle and deBrum took extra efforts to make travelers, merchants, and explores feel at home on Likiep and thereby helped give a comparatively cosmopolitan feel to the remote area. The deBrum house still holds fine wood furniture imported from exotic Southeast Asia as well as books covering broad topics of science and literature. The names deBrum and Capelle are still dominant in the small Likiep communities as well as spread throughout the country of the Marshall Islands. This distinctive community and area is well worth the visit not only for the unique culture but the natural beauty of the island and lagoon.

For more information, visit: www.infomarshallislands.com/atolls-a-l/likiep-atoll.

10.2 Likiep Island

10.2.1 Passes

Oct. 2024: Entry through the SE pass was super easy in good sunlight. – Hoptoad

Aug. 2011: We entered Likiep via the easy and straightforward **southern pass** 09°49.621N / 169°13.367E ocean side and had to make one tack to sail to Likiep Island.

West pass: you can exit via a west passage if you are going towards the Ralik chain. – Sloepmouche

2010: South pass waypoint: 09°49.500N / 169°13.380E (ocean side). Likiep atoll's south pass is a joy to go through, because it is bordered by large islands, and, if needed you can anchor off the north shore of the small island (Entrance Island). – Creola

2008: South Pass Entrance at approx. 09°50N / 169°14E, accurate on C-Map, lies between Agony and Etoile islands. Tree-covered Entrance Island is set back in the pass and won't uncover until you are about ½ mile from the pass. When it uncovers, the entire pass will become apparent. C-Map doesn't show the four smallish islets E of Agony and Entrance Island itself. However, both islands are almost a mile in width, and will appear larger than the islets extending along the reef from the SW end of Likiep itself.

The pass is easy decent light. Follow the dark blue due north for ¼ nm and then turn due east in front of Entrance Island. – Ursa Minor

10.2.2 Anchorages

Oct. 2024: We anchored in front of the village in approximately 40'. The previously mentioned hotel mooring is no longer secure – do not trust it. We tied the dinghy to the cement wharf. – Hoptoad

Aug. 2011: 09°49.588N / 169°18.317E This mooring is in front of the Plantation Haus and was installed a few months ago by some Majuro cruisers.

A number of isolated bommies can easily be seen in the lagoon with reasonable light. We were pleasantly surprised to hear someone calling us on VHF as we approached. It was Joe de Brum, manager of the Plantation Haus welcoming us and offering the use of a very sturdy mooring.

Despite 25kt+ of wind, there was hardly a ripple on the water in this small natural harbour protected from all but Westerlies! This harbour also offers a very picturesque view of the beautiful Catholic church as well as hotel, school and other buildings meshed into the landscape.

Dinghy: Tie your dinghy at that dock or you can beach your dinghy at the resort.

You can also find suitable anchorages along the eastern islands. – Sloepmouche

2010: 09°49.590N / 169°18.356E. The anchorage is in a small bay; beautiful, calm and well protected. The anchorage's sandy bottom shelves quickly offshore, dropping off to 40'+, so we were anchored quite close to the beach, all the better to admire the beautiful village scene.

Pass to anchorage: Hug the reef as you make your way to the village. Normally, you will be close hulled and will likely need to motor-sail the 5 miles to the main village. Assuming you arrived during good light conditions, you won't have any trouble missing the bommies. – Creola

2008: Anchorage is approx 4.6 nm at 95° True. The reef to the south and coral patches to the north are easily seen. However, when approaching the anchorage avoid the cove to the SE as this is all foul ground. Head instead directly towards the low rambling building to the left of the little yellow Catholic church, the 'hotel'.

You can anchor in front in 15-20m all hard sand, calm and well-protected from all but westerly winds.

DINGHY: Tie the dinghy at the Fishing Coop wharf, or on the beach in front of the hotel. – Ursa Minor

10.2.3 Yachtsmen Services

10.2.3.1 Fuel (Diesel and Gasoline)

Aug. 2013: Diesel for sale in limited quantities at \$9 per gallon (they buy it from the supply ship at \$8.50 per gallon). Probably gasoline is likewise available. – Soggy Paws

10.2.4 General Services

10.2.4.1 Internet and Wifi

July 2013: Internet and telephone available in the "library" building in the school complex, open from 9am to 5pm, closed 12-1. Walk along the waterfront "road" until about the middle of the bay and turned left on another "road". Wander around until you see the school or the big satellite dish. Internet free, but very slow. Their computer wouldn't allow "cookies", and had trouble getting our computer to work properly. But Gmail worked OK. – Soggy Paws

10.2.4.2 Transportation

July 2013: Air Marshalls flies in on Saturdays. Ship every 3 months. Neither reliable. – Soggy Paws

Jan. 2013: There is no longer reliable transportation to and from the islands since the airline is down to its last plane and that one plane has to service the whole country! Customers would come out and get stranded with no cell phone or internet service to even check on flights, it is a very remote place to be left high and dry! The only other transportation is hopping on the 40' supply boat that comes once a month (weather permitting) and taking a 350-mile 2-day trip back to Majuro. – Downtime

10.2.5 Provisions

Oct. 2024: The attitude regarding alcohol in the outer atolls might have changed a bit. Likiep Island had some alcohol available, but we did not try to buy any of it.

Likiep has one tiny shop with very little to offer. The shop owner mentioned that their atoll is the last stop for the island supply ship, so the ship is often out of fresh food and supplies by the time they reach Likiep. Despite the lack of goods on this island the locals were VERY generous and were super happy to have us. – Hoptoad

July 2013: 2 Stores, Cappelle's and another one near the school. Stocked with basic stuff, but expensive. Nothing fresh. Didn't ask about frozen. – Soggy Paws

Jan. 2013: The only market in town is located in an old converted refrigerated container. Not that that refrigeration works any longer but the container itself is in pretty good shape. They cut a big opening in the side and you just walk up and point to what you need. Most the items are canned or dry goods and once in a while the supply boat might bring a surprise. – Downtime

10.2.6 Activities

July 2013: Wrecked ship on the reef west of the village 09°49.75N / 169°17.56E in about 9-20 meters in sand. Scattered wreckage somewhat recognizable. Some tanks, propeller and shaft. Apparently, the ship broke in two and the bow section floated away. There is also a downed American plane in the sand in front of the village (ask Junior where). But we couldn't find it snorkeling. – Soggy Paws

Jan. 2013: Just to the north of the village is a mile-wide lagoon protected by a reef that at low tide transformed itself into a kite surfing paradise! The trade winds blew from the east and across the north/south lying reef which knocked down the surf and left smooth water behind to kite on. The water

behind the reef was anywhere from 6" to 2' deep and a few 100' wide and went across the entire lagoon. The only downside was that if you crashed you would land on the hard-coral bottom! I did my best to not let that happen and only clipped a few coral heads with the fins in the shallow spots.

We took a dive trip to the pass. The first thing we saw when we went down was a spotted eagle ray and a turtle! The white tips, black tips, and nurse sharks don't bother me much but the grey's and reef sharks get my attention! Especially when they are 6 or 7' long and acting a little territorial and get in your face. One grey did not like us there and let us know by getting closer and closer - we took the hint and swam on. Then we came up to a sleeping leopard shark that was about 7' long! More fish and another turtle and the dive was over and it was Daria's turn to do some snorkeling since she was not up for a dive. It turns out the grey shark did not like her either. She hopped back in the dink and on our way saw a group of dolphins. – Downtime

10.2.7 Cruiser Reports

Oct. 2024: Mayor Paul offered us a drive about the island after our paperwork was completed in one of the three small trucks on the island. Our driver did not speak much English, but it was fun to get to see the historical homestead of the de Brum family at the end of the island. The homestead was not open for visitors when we were there. See [this site](#) for the interesting history of this island.

On our way back to the boat we were approached by PJ de Brum (aka Junior) with a freshly caught fish. The next day he delivered a welcome basket of coconuts and more fish. The fish and baked goods exchange became a daily affair while we were there. One day PJ offered to take us out on his boat to find his great-grandfather's gravesite on the island near the entrance to the atoll. He had never visited it, and wasn't totally sure where it was. The Archeological Survey of Likiep Atoll listed GPS coordinates of the gravesite that were close enough for us to find it, bushwhacking through the jungle.

We were told (not sure we believe it) we were the 1st boat in 5yrs. We definitely recommend a visit. – Hoptoad

July 2013: People we met: Junior DeBrum & wife Titi. Junior is in charge of the Fisheries operation (clam farm and fishing co-op). Very friendly, good English. Joseph - Catholic Priest and Anna, nun. James Cappele and wife Samantha, storekeeper. Capelle.james@hotmail.com Acting Mayor: Anthony John. Joe DeBrum's grandson in law (Joe in Majuro with sick wife).

Hotel is closed and "historic" DeBrum house falling down (but still antiques can be seen in the "basement").

Protestant and Catholic Church on island. Very very clean island, very friendly people. – Soggy Paws

Jan. 2013: We had been hearing that Likiep was one of the most beautiful atolls in the Marshalls and what we were seeing as we entered was just that. Once inside the pass we motored east 4 miles along beautiful white sand beach islands and along the shallow inner reef with clear waters glimmering every shade of turquoise imaginable.

We set the anchor and the children of the village began coming out to see who the new kid in town was and stood waving on the beach. The village reminded me of New Plymouth in the Bahamas with clapboard houses and tin roofs. This island was one of the few settled by Germans back in the day and most the wooden homes are still standing...some just barely but these were the first all wood structures we had seen in the Marshals.

The small village only has around 150 people living in it most of which are kids. There are two churches a Protestant and a Catholic.

The smaller kids did not speak English well and seemed starved for attention. The bag full of toys came out and everyone got a gift and we had 40 new friends following us everywhere we went. We visited the school and met the teacher Paul who also spoke perfect English and gave him supplies for the kids to color and draw with

When we first went ashore, we were greeted by Joe the owner of a small 8 room hotel located on the lagoon side of the island. This is one of very few hotels in all of the Marshalls and like many other businesses was suffering from the loss of one of the Air Marshallese planes that has been down.

Joe looks like he might be 70 or so but it turns out he is 82 and is one of the few people that speaks perfect English on the island. We enjoyed getting to know him and listening to hours of stories about his life. Joe had been born on this small island back before the war and moved to Majuro to find work. He spent 20 years working for the airlines and has traveled all over the world with his employee miles. He has seen many changes in this big world in his 82 years and has been a great honor to have met him and his wife and be able share his island paradise for the week we were there. – Downtime

Aug. 2011: We went to see Joe to find out to whom to present our visitor's permit and \$50 fee. He loves to talk to visitors and has been the yachties' friend for many years.

The hotel is really not operating since the time that Marshall Islands Airlines suspended service to the islands for an extended period. Now there is a flight at least once a week, weather-permitting, but still no guests arrive. The place is slowly "going native", as abandoned things accumulate, and upkeep loses priority. ... but Joe is happy to help cruisers when needed.

Joe took us on a tour of the island on his ATV Quad. He helped to build the grass runway which amazingly is over a mile long. It's hard to believe that the highest elevation in the Marshalls is in Likiep. All it is are some small mounds in the coconut plantation mid-island! We went down the ocean side road to the end of the island where Joe's brother, Orlando, is building a fancy villa for his daughter and American son-in-law who come from the states to visit. What a contrast to the native way of life.

We met Bill, originally from Majuro, because of his beautiful vegetable garden on the road between the main dock and the Hotel. It's rare to see an organized garden with green veggies, so we had to meet the gardener. Nice guy whose Mother is a gardener in the Laura region of Majuro. He just loves to plant and putter and try new things in his garden.

We met Junior de Brum, Joe's nephew, who manages the Fish co-op, and Giant clam breeding program. They have solar freezers where villagers can keep fish or frozen food for a small fee. The clam farm is on the neighboring island, Lodo. —Sloepmouche

10.3 Enej Island

10.3.1 Anchorages

July 2013: 09°55.47N / 169°12.05E. Anchorage partly down the atoll at Enej Island. We marked this spot on our way by, but didn't stop. It ended up being the best anchorage we saw outside the village of Likiep in the SE corner.

09°55.53N / 159°11.88E in 15m. Westward II and Challenger visited. They said that a big coral head in the middle of the anchor spot I gave them. But managed to wedge in both boats nearby. – Soggy Paws

10.4 Lado / Lodo

10.4.1 Cruiser Reports

Aug. 2011: For a complete change of scenery, we sailed just 2 nm away to Lodo Island where only one small family lives permanently. On the SE side of the island, you can visit the giant clam farm where they breed them for the aquarium market, and on the NW side you can snorkel in the pools in the channel between Lodo and the next island, on both sides of a small islet. – Sloepmouche

2010: Lado Island is next to Likiep, there is a big sandy spot to anchor in 15' on the west edge of the reef. Spectacular snorkeling, an exceptional number of reef fish - the variety is seemingly endless. We even saw a hawksbill turtle; she had a lovely shell pattern & swam with surprising speed. – Creola

11 Ailuk Atoll

Ailuk Atoll is part of the Ratak Island chain with approximately 235 people living here. There are approximately 57 islets around this atoll.

The mayor is Dancy Alfred whom you pay the Yacht Permit fee of \$50.00 to upon arrival.

Anchorage are listed starting with Ailuk Island and then going clockwise around the atoll.

For more information, visit www.infomarshallislands.com/atolls-a-l/ailuk-atoll-2

11.1 Passes

11.1.1 Erappu Pass (South)

July 2013: Erappu channel looks complex on the Google Earth chart, but it was easy in reasonable light. As we have found in other MI atolls, the direct course from the channel to the village had a few scattered bommies. Motor-sailing with a lookout for the easily-spotted coral heads. – Soggy Paws

Aug. 2011: There is a pass on the South end of the atoll that we thought about using, but our friends on *La Gitana* reported it quite shallow looking. – Sloepmouche

Feb. 2011: Erappu Channel is not easy. More coral to dodge getting across the lagoon. – Mr. John IV

11.1.2 Marok Pass

Aug. 2011: Marok Channel: **10°21.812N / 169°54.461E**. You want to stay at least 1 nm off the atoll's edge since your radar won't pick up the low fringing reefs. When the sun was high enough, we entered the lagoon by the deep and straightforward pass. – Sloepmouche

Feb. 2011: The Marok Channel is also easy but more coral to dodge once you get inside. – Mr. John IV

11.1.3 Eneneman Pass (North)

Aug. 2011: Eneneman Channel deep enough for inter-islands boats. Once inside Ailuk lagoon, we had a very nice sail straight for Ailuk island, in the SE corner. – Sloepmouche

Feb. 2011: Eneneman Channel, is the recommended channel as it is certainly the least complicated and once through, there are the least number of coral heads between you and the first anchorage. Just watch that lump of coral inside the pass, it seems to be a little further north than charted.

Aug. 2011: Easy passage thru Eneman to Utirik. Only a rare isolated reef to watch for! – Sloepmouche

11.2 Ailuk Island

The main island where you find the mayor to pay your yacht fee.

11.2.1 Anchorages

Aug. 2011: 10°13.6N / 169°58.7E in 45ft of good sand with bommies around, we were visited by Emae, the mayor. He came to welcome us and check our paper as well as collect the \$50 fee.

The anchorage is breezy but is well protected in Easterly winds. Can get roly at high tide especially if the wind goes more NE. The island has a nice convenient modern dock where you can land your dinghy easily. Very convenient for us to go ashore without getting my infected leg wet. – Sloepmouche

Feb. 2011: Unfortunately, as your first stop, you should go and see the Mayor located on Ailuk in the SE corner. This lagoon is well loaded with Coral Heads and there seem to be many more than are shown on the chart. As you will most likely be arriving in the morning, you may have to pick your time to move south, threading your way between the heads.

AILUK ISLAND is in the SE corner and has a dock, it is the centre of administration and where most of the visiting yachts visit. Apparently, you anchor between the coral heads and there is not much room.

On Google Earth, you can see a yacht anchored off Ailuk Island. The yacht is facing N of E and this would be as expected for the normal winds here; this makes the anchorage a little exposed, thus I would be inclined to do my check-in then, with permission, depart for the N end of the lagoon where there are better anchorages with more protection. – Mr. John IV

11.2.2 Cruisers Reports

Sept. 2024: Ailuk is known for its canoes/outriggers making it fascinating to visit. – sv Sugar Shack

Aug. 2011: This was the favorite atoll of the cruisers this season, several yachts that visited only one atoll in the outer islands and came here (skipping those in the south). This was one of our favorites too.

Ailuk is known for using and building traditional sailing outriggers, and it was great to see them using these instead of motor boats for their daily excursions to the copra islands or to go fishing on the isolated coral heads in the lagoon. They are very adept at handling them...they can zoom at 10-12 kts! They make a beautiful sight as they skim by so effortlessly.

We also loved the views of the beautiful blue colors of the water contrasted with the white sand beaches and greens of the coconut palms as we sailed in the protected waters of the lagoon!

Once inside Ailuk lagoon, we had a very nice sail straight for Ailuk island, in the SE corner. We even crossed 2 local sailing outriggers carrying people and goods!

Except for a few families living in Enejelar, everyone lives on Ailuk island. The island is fairly small with one village, very neat and tidy. Like all other main islands on every atoll it has some churches, a dispensary, a new school as well as an airstrip for weekly flights.

The cargo boat from Majuro comes about every 3 months so the island is quite isolated. As usual we traded for local food like lemons, coconuts, breadfruits & bananas. Ailuk is a drier atoll than the ones south of it. Though they still had many food crops, papayas are rare.

We checked the numerous batteries and solar panels and gave advice and troubleshot some systems. We saw more sailing traditional canoes in this atoll than any other visited so far. – Sloepmouche

11.3 Enijabro Island

11.3.1 Anchorages

Aug. 2011: 10°26.70N / 169°57.30E in 40' of good sand. Calm anchorage. We traded for pandanus, coconuts & breadfruits and had a great potluck lunch before our departure. Very welcoming people, a favorite spot from our friends on La Gitana too. – Sloepmouche

11.4 Achaatakku/ Achactakku Island

11.4.1 Anchorages

Aug. 2011: 10°23.53N / 169°57.87E 30', good sand, just in front of a bigger seamount. – Sloepmouche

11.5 Uriga Island

11.5.1 Anchorages

Aug. 2011: 10°15.25N / 169°58.79E in 25' good sand in front of scenic islets with sea channels between them at high tide. Easy way to go beachcombing! Great snorkeling on the reef just south of anchorage, as well as some small nearby seamounts. – Sloepmouche

12 Mejit Island

Mejit Atoll is part of the Ratak Island chain with approximately 230 people living here.

The mayor is Neal Keju whom you pay the Yacht Permit fee of \$25.00 to upon arrival.

12.1 Background and History

Mejit is unlike most of the other islands in that it is a stony island rather than a coral atoll. The island is surrounded by a fringing reef. The island has a fresh water lake. – www.infomarshalislands.com/atolls-m-w/mejit-island.

13 Taka Atoll

Taka Atoll is part of the Ratak Island chain and is uninhabited. There are approximately 6 islets around this atoll.

Ask permission to come here from the mayor of Utrik Atoll (see section 14).

13.1 Background and History

The last cruisers to visit this atoll was in 2011 (they might have been the first as well). They reported wonderful marina and bird life. -- www.infomarshalislands.com/atolls-m-w/taka-atoll.

13.2 Passes

Aug. 2011: Outside WP is 11°06.802N / 169°35.419N and inside WP is 11°07.190N / 169°35.637E, entrance is straightforward. We had an easy day passage from Utrick. – Sloepmouche

13.2.1 Anchorages

Aug. 2011: 11°06.808N / 169°39.579E in 50ft of good sand with a few deep coral formations. This anchorage is well protected from winds NE to SE. Sloepmouche

13.3 Cruiser Reports

Aug. 2011: Locals call it Taka. We asked the mayor in Utrik for permission to visit this uninhabited atoll as we heard it was a beautiful natural reserve with turtles, birds and plenty of fish (and sharks).

We tacked inside the lagoon to get to the anchorage. Keep a good watch for coral patches, some need a good eye to spot them.

If you enjoy seclusion from time to time as well as little disturbed nature, this is one of these places you will really enjoy! This island is only seldom visited for a few days at a time by some families of Utrik to get copra, coconut crabs and more. Good beachcombing on the ocean side as usual. Plenty of birds of different types are nesting here both in tree branches and under scrub brushes on the ocean side. We saw fresh traces of turtles so we decided to come back at night but were not lucky to see a turtle laying her eggs! But we saw some coconut crabs, nesting birds, and mice.

Great snorkeling and good spearfishing between the islets on the barrier reef as well as isolated boomies. You might even see conchs like in the Bahamas! It was so beautiful to just sit on the beach and watch the sea birds soaring all around us, some even coming very close to check us out. It was fun to watch the young ones joyously try out their wings and practice maneuvers. Were really lucky to see a rare event of a group of eagle rays in very shallow water. – Sloepmouche

14 Utrik Atoll

Utrik Atoll is part of the Ratak Island chain with approximately 264 people living here. There are approximately 10 islets around this atoll.

The mayor is Tobin Kaiko whom you pay the Yacht Permit fee of \$25.00 upon arrival. For more information, visit: www.infomارشallislands.com/atolls-m-w/utrik-atoll.

Anchorages are listed starting with Utrik Island and then going clockwise around the atoll.

14.1 Background and History

The people of the atoll were exposed to radioactive fallout from the 1954 Bravo Hydrogen bomb test at Bikini. Utrik residents receive special compensation from the U.S. through the Compact of Free Association. – www.infomارشallislands.com

14.2 Passes

Aug. 2011: Outside 11°14.553N / 169°44.587E and inside 11°14.721N / 169°45.402E. Keep a good bow watch and use these waypoints only as a guide. We had looked on Google Earth to get the exact location on that passage over the barrier reef. We found a minimum of 15' of depth but friends found at least 25' when they passed at low tide. The entrance channel is not so much a "pass" as just an area of deeper water across the barrier reef.

We arrived outside the Utrik passage at 4am so we had to hove-to until the daylight would let us see the reefs. Unfortunately, the charts are vague and you cannot see the outside barrier reef on radar (very low) so keeping 1 nm away for safety, we actually were about 2nm. Alas for us, at dawn, we got a

big squally area moving on us giving us 30-40kts for a few hours, making us drift away even more! The wind progressively died while we motor-sailed toward the pass and into the lagoon. – Sloepmouche

14.3 Anchorages

Aug. 2011: When checking our anchor, we were thrilled to see a manta ray swim by. A group of 5-6 manta rays hang in the area so you might be able to see them too if you visit here. – Sloepmouche

14.4 Cruiser Reports

Aug. 2011: Crossing the lagoon, there are few bommies, but some are hard to spot, on the way to the anchorage off Utirik. But watch out in the anchorage as we did not find any sandy bottom, all brittle corals and some very shallow areas (5'!) difficult to spot with bad light.

We met the acting mayor to present our permit and the \$25 fee. We met several friendly people ashore and did trade for fruit and fish. In this atoll you don't have many different islands you can anchor off so we end up staying 10 days right here.

We dinghied to the uninhabited island just North and watched many local people harvesting sea cucumbers for the Asian market. At \$30-\$50kg for dried sea cucumber it is a better work than copra, and Utrick is the most fortunate atoll of RMI with all 6 kinds of cucumber present here. – Sloepmouche

15 Bikar Atoll

Bikar Atoll is part of the Ratak Island chain and is uninhabited. There are approximately 6 islets around this atoll.

15.1 Background and History

Bikar is one of the smallest atolls of RMI. For more info, visit: www.infomarshallislands.com/atolls-a-l/bikar-atoll.

15.2 Passes

July 2014: We arrived at the pass during low tide so I took the dinghy through first to check the depths and currents. The initial straight portion of the channel had 3-4kts and at the "Y" where the higher volume flow rushed in a deeper channel there was a wicked eddy line. It was sparty. At the "Y" it required full power and rapid corrections. The lowest we saw was 4'.

On our departure we had at least 4kts of current sucking us out. We crabbed sideways with speed through water at 8kts+. In retrospect, we would recommend skipping this atoll just for the dangerous pass. This was 1000 times scarier than any pass we experienced in the Tuamotus. – Lightspeed (via infomarshallislands.com)

15.3 Bikar Island

15.3.1 Anchorages

July 2014: 12°11.85N / 170°06.53E. – Lightspeed (via www.infomarshallislands.com)

15.3.2 Cruiser Reports

July 2014: Found (2) Japanese glass, fishing floats, rare finds! Turtles are flourishing here and lots of nests could be found on the beach. – Lightspeed (via www.infomarshallislands.com)

15.4 West-Side Islet

15.4.1 Anchorages

July 2014: 12°12.68N / 170°06.88E. – Lightspeed (via www.infomarshallislands.com)

15.4.2 Cruiser Reports

July 2014: Perfect kite spot. Amazing snorkeling spot with lots of schools of fish, large clams and sharks. There is a large wreck here too but you need to go at mid to high tide. – Lightspeed (via www.infomarshallislands.com)

15.5 Jabwelo Island

15.5.1 Anchorages

July 2014: 12°14.70N / 170°07.94E. – Lightspeed (via www.infomarshallislands.com)

16 Taongi / Bokak Atoll

Taongi is part of the Ratak Island chain and is uninhabited. There are approximately 10 islets around this atoll.

16.1 Background and History

The flora and fauna exist in pristine condition due to its relative isolation from the main islands.

The atoll is crescent shaped and its reef is unbroken except for one 20m wide channel in the west. -- www.infomarshallislands.com/atolls-m-w/taongi-atoll.

17 Start of the Ralik Island Chain

18 Rongerik Atoll

Rongerik Atoll is part of the Ralik Island chain and is uninhabited. There are approximately 17 islets around this atoll.

The representative, Grace Abon, graceabon@gmail.com is located in Majuro at the Rongelap offices (peach building next to Bikini Offices about 3 blocks south of Shoreline). You pay her the \$50 permit fee for all three atolls: Rongerik, Rongelap, and Alinginae. She will provide you with a receipt and will sign your permit.

Anchorage start with Rongerik island and continue clockwise around the atoll.

For more information visit, www.infomarshallislands.com/atolls-m-w/rongerik-atoll.

18.1 Passes

18.1.1 Eniwetak Pass

Oct. 2024: The southern atoll entrance was easy in good light. There are a few bommies on the way across the atoll to where we anchored, but all were easily visible during the day. – Hoptoad

May 2023: Arrived through the Eniwetak pass during day in good light. There were no problems at all. After going through the pass, we anchored outside Eniwetak Island. It was a bit rolly. – Alice

July 2013: We left out of the Enewetak Pass, at first light. Easy out. Conditions were very calm at the time, and the wind quite north of east, so no issues with wind/wave. Though we did see quite a bit of current over the shallow areas as we exited. – Soggy Paws

18.1.2 Bock Pass

May 2023: We left Rongerik through the Bock pass early in the morning heading for Rongelap. We motored through the lagoon just hoping not to hit any bommies in the bad morning light. But my feeling is that most bommies are shown on the charts or are very deep, we went straight over most of them. We were the only boat there and didn't see any other human being. – Alice

July 2013: We crossed through Bock Pass at 11°20.74N / 167°22.86E. The entry at Bock Channel was easy--it is fairly wide open without much coral. It was a typical Marshall Islands pass experience, where the bottom went from "bottomless" to 60' in the space of a boat length. There are widely scattered coral patches, easily seen inside the Rongerik lagoon.

The CM93 charts, though detailed, are off. (See Appendix for the offsets we used). – Soggy Paws

18.2 Rongerik Island

18.2.1 Anchorages

Oct. 2024: We anchored off the SW side of Rongerik Island, but after a few days found it to be a bit rolly at high tide. So, we moved to Bigonattam.

We found Navionics chip (not the OpenCPN Navionics) to be pretty good for the atoll. All of the visible bommies (OpenCPN) were identified on it as well as some additional ones we chose to avoid for good measure. – Hoptoad

May 2023: The best and most protected anchorage is at Rongerik Island in the NE corner. – Alice

July 2013: 11°22.59N / 167°30.54E behind the south end of Rongerik Island. The anchorage was OK in moderate conditions, but when the wind got up, it got pretty choppy at certain points of the tide. We didn't notice it so much, but another boat complained a lot (they are lighter than we are). – Soggy Paws

18.2.2 Cruiser Reports

May 2023: We spent a week here exploring, snorkelling and hanging on the beach. On the middle of the beach some sailors made a little area with a table and some old buoys hanging from the trees and calls it Rongerik Yacht Club. From here we explored the close by islands and found more nesting birds and turtles tracks. – Alice

July 2013: We spent several days here beachcombing and enjoying the solitude (with 2 other boats to keep us company). We went out on the reef "lobster walking" one night at low tide, beaching the dinghy on the southern tip of the island, and walking across to the SE shallows. We only got 2 lobsters.

There is a very nice bommie for snorkeling just north of the anchor spot (within swimming distance). There are at least 3 HUGE giant clams in this bommie. And lots of smaller clams around on the bottom and scattered small coral heads. – Soggy Paws

Dec. 2011: Rongerik was one of the best atolls we had ever been to. Unpopulated and unspoiled. This is where the Bikinians were brought to live in preparation for the nuclear testing in 1946. There were 23

tests at Bikini and 43 tests at Enewetak atoll, 180 miles to the west of Bikini. Because of the taboo against Rongerik, people rarely come here so the animals above and below water have flourished.

We snorkeled on the coral heads inside of the lagoon. The coral was plentiful but in some areas it was dusted with sand from the nearby barrier reef. The fish populations were not as abundant as we had hoped but the number of groupers were greater than anywhere else we have visited in the Marshalls. The water is so warm and clear there is not much plankton to support life inside the lagoon. On the outside of the windward side of the atolls, where the plankton nourishment is greater, the reefs are more vibrant. There is enough plankton to feed the giant clams. The largest of the giant clams is more than 3' across; nearly as big as the largest on the Great Barrier Reef of Australia.

It was nice seeing some black tip sharks and several turtles, signs of a healthy reef. We saw at least one turtle each day who were curious to see who the newcomers were and silently glided by giving us the eye. Beautiful.

Another day we walked on an island over which, lots of birds circled. It was nesting season and there were lots of baby boobies and some small frigate birds squawking at us when we got too close. We got lots of nice pictures of them without making any of the adults fly away.

Other days we hiked long white beaches and found 9 glass fishing floats. We put them higher up on the beach out of reach of the high tide. Glass floats have not been used for decades, being replaced by plastic. It is extremely rare to find them and these are the first we found in 4 years of remote cruising.

We did eat the lobsters. At night, at low tide, we walked along the edge of the outer reef in 12" of water and picked up several lobsters. – Brick House

18.3 Bigonattam Island

Nicknamed Bird Island

18.3.1 Anchorage

Oct. 2024: 11°23.233N / 167°30.252E in 20' of sand. It was much more comfortable in front of Bird Island (compared to Rongerik's swell). There are a few bommies but they are easily visible. – Hoptoad.

18.4 Tarrowatt Island

18.4.1 Anchorages

May 2023: This is also a bit rolly and didn't really have any good protection. We only day anchored here because it was rolly and we did not have good protection. — Alice

18.4.2 Cruiser Reports

May 2023: The island is very nice. There were hundreds of Boobies nesting with lots of baby birds. On the outside of the island there is a whale skeleton from some kind of big whale. – Alice

18.5 Eniwetak island

18.5.1 Anchorages

May 2023: Anchored here on sand. The island is beautiful with nice sandy beaches but it can be a bit uncomfortable if the wind picks up. On shore we saw a lot of signs of turtles nesting. – Alice

July 2013: 11°18.14N / 167°28.64E. This was an OK anchorage in light ENE. Wouldn't be good if the wind was north of east in stronger winds. – Soggy Paws

18.5.2 Cruiser Reports

July 2013: Nice beachcombing on this island. Our friends on Westward II made a dive on a coral bommie somewhere near the anchorage, inside the atoll, and said it was a great dive. Nice clear water, and some more huge giant clams. Lots of fish and one fairly persistent shark. – Soggy Paws

19 Rongelap Atoll

Rongelap Atoll is part of the Ralik Island chain. There are approximately 61 islets around this atoll.

The representative, Grace Abon, graceabon@gmail.com is located in Majuro at the Rongelap offices (peach building next to Bikini Offices about 3 blocks south of Shoreline). You pay her the \$50 permit fee for all three atolls: Rongerik, Rongelap, and Alinginae. She will provide you with a receipt and will sign your permit.

19.1 Background and History

Rongelap is one of the so-called four nuclear-affected atolls. It is historically notable for its close proximity to U.S. hydrogen bomb tests in 1954 and was particularly devastated by the fallout from the Castle Bravo test. Visit www.infomarshalislands.com/atolls-m-w/rongelap-atoll/ for more information including a nuclear timeline.

19.2 Passes

May 2023: We went through the south pass just in the middle of one of the worse squalls we ever experienced. The rain was pouring down and we had no visibility. – Alice

19.3 Rongelap Island

19.3.1 Anchorages

May 2023: We anchored on sand near the pier at Rongelap Island. – Alice

Dec. 2011: When you arrive in Rongelap, the main island is in the south eastern part of the atoll. There is a brand-new dock where you can tie your dinghy. Walk straight from the dinghy dock and eventually you'll see the "Field Station" on your left (there's a big sign in front). We've found the people here to be the friendliest in the Marshalls so far. – Downtime

19.3.2 General Services

19.3.2.1 Internet and Wifi

Dec. 2011: There is internet and cell phone coverage on Rongelap, however it's not always reliable. We weren't able to pick up a signal from our boat (using an antenna), but they offered for us to come and use their computer any time we wanted. – Savannah

19.3.3 Cruiser Reports

May 2023: Before going to Rongelap and Rongerik you have to get your cruising permit from internal affairs in Majuro. You also have to pay the fee (\$50) at the Rongelap town hall in Majuro. The workers on Rongelap have nothing to do with the permits.

There are three men working and living on Rongelap. They are there for 6 months and then another three men will take their place. They have everything they need and a lot of food in big freezers. They were really nice and take us on a tour around the island in their pickup. They really wanted some new films and we copied as many as we could fit on their small flash drive. They got so happy.

We heard from several sources that it's okay to eat coconuts, breadfruits and pandanus from Rongelap. The guys on the island gave us more than we could eat. There is also a tree with a small red fruit that looks like a bell and has a good juice taste. Our girls just love them and the guys thought it was very fun to see them climb the tree and pick them.

There is a big airstrip and at least 50 houses on Rongelap but everything is just empty, it's a real ghost village. There is no internet on Rongelap. There is an antenna but it hasn't worked for ages. – Alice

Dec. 2011: Rongelap is one of the atolls in the Marshall Islands that got most of the fall out of the hydrogen bomb testing the U.S. did in the 50's on Bikini atoll. As a result, the residents have all been moved to other atolls while they clean up and before everyone moves back. Right now there are about 50 people on the main island working mostly in construction, with a few looking after the facilities. We have found the people here to be the friendliest we've met so far in the Marshalls...maybe that's because they never see anyone new?

Fred will probably offer you a tour if he has a working truck, but if you want to explore on your own....If you keep going straight, you will find a trail to the ocean side of the beach. There is a ton of trash that floats up onto the beach, but it makes for excellent beach combing. If you stay on the road, you'll come to the new airport. It's tiny, but the airstrip is over 4000', large enough for a small jet liner.

If you continue on the road, you'll come to the backside of the new homes. Eventually, on your right, you'll see the "Garden Project." They're experimenting with different ways to grow vegetables and what type of soil is best, etc. It's quite impressive, as are the pigs in the stalls beside the gardens.

Further down the road is the church. It was built in the 1970's but there are plans for renovation eventually.

On the other side of the main road/cross road, you'll find more houses and a long stretch of road. If you follow this road a mile or two, you'll find the "resort." There are four bungalows and a soon to be restaurant. We're told it's not officially open but if someone comes to visit, that's where they put them up. The bungalows are really nice and appear to be maintained fairly well. – Savannah

19.4 Eneatok Island

19.4.1 Anchorages

Dec. 2011: **11°17.25N / 166°53.22E.** Anchored in 16' at low tide. There is good holding in the sand with just a few bommies to watch out for. There is a small pearl farm here, but the buoys are easy to see and there's no chance of running over them. – Savannah

19.4.2 Cruiser Reports

Dec. 2011: The snorkeling is really nice with lots of giant clams and various different kinds of coral we haven't seen yet in the Marshalls. We did see a few grey sharks and small black tips here.

The ocean side of the beach provides hours of exploration, but again, we failed to find the Japanese buoys. However, we found every other kind of buoy with lots of pretty shells. – Savannah

19.5 Busch Island

19.5.1 Cruiser Reports

Dec. 2011: On our way back into “town” we stopped at Busch. We used the dinghy to explore the islands on either side as well. The snorkeling at both places was pretty good. We did a few dives on the bommies behind the boat at Busch and enjoyed that. Lots of giant clams and different kinds of parrot fish. Waypoint for Busch: 11°12.55N / 166°53.36E. – Savannah

20 Bikini Atoll

Bikini Atoll is part of the Ralik Island chain and has less than 10 workers living on the island at any given time. There are approximately 23 islets around this atoll.

The mayor is Tommy Irujiman. In order to visit Bikini Atoll, you have to stop in and see Jack Niedenthal at the Bikini Office in Majuro. Bikini Office is located right next to the Rongelap office. They have a sign out front. Once inside, turn right and look for the door that reads “Finance” and ask for Jack Niedenthal.

The permit fee is \$250.00 per day per vessel (as of 10/2024). All fees must be paid in Majuro prior to arriving in Bikini. Contact Jack at +692.455.3177, jackniedenthal@gmail.com. Once you pay, he will issue a special letter authorizing your visit.

There is no diving at Bikini Atoll without a Bikini councilman present +692.625.3177.

20.1 Background and History

Bikini Atoll was the site of a series of 23 nuclear detonations by the U.S. between 1946 and 1958. The history of the people of the Bikini atoll has been that of constant struggle to understand scientific concepts, foraging for food, raising families and maintaining their culture. Details:

www.infomarshallislands.com/atolls-a-l/bikini-atoll

20.2 Passes

20.2.1 Enyu Pass

May 2023: We arrived in the middle of a squall and had no problem navigating the pass. – Alice

Mar. 2012: We came in the southeast pass, which is super wide, with no issue. – Savannah

20.3 Bikini Island

20.3.1 Anchorages

May 2023: We anchored just off the village on the middle of the island in sand. The next day we moved to the north end of Bikini Island and anchored just off the concrete pier. The coral was nicer and our girls love playing on the piers. – Alice

Mar. 2012: We anchored in sandy bottom to the east of the buildings. – Savannah

20.3.2 Inter-Island Clearance

Nov. 2024: We visited Jack in Majuro and tried very hard to negotiate the \$250/per day rate down but there was no movement. In the end we decided to pay for 1 day. Jack was very responsive and easy

to work with but could not do anything about the fee. We figured we would never be in this area again and it would be a shame to miss a visit so we splurged and paid the fee.

We were told that we could not do any diving, but we could snorkel. – sv Sugar Shack

Oct. 2024: After reading SY Alice's post from 2023 about visiting Bikini Atoll, we thought we would give it a shot. We stopped by the Bikini Town hall in Majuro, where we met Jack N. He offered to forward our request to the Bikini Atoll officials. After a few days, they responded with a \$250 per day anchoring fee for our visit. In our request we were clear we would do no diving, and that we were only two retired folk on an old sailboat. We politely declined their offer. – Hoptoad

May 2023: We got our permit from the counsel of Bikini before leaving Majuro. Nobody asked us about our permit when we were there. We were supposed to pay \$50 but we had nobody to give the money to so we ended up not paying. – Alice

Mar. 2012: We took our permit in to show the head guy and ended up meeting all six people on the island. They rotate out on various different schedules so the people change periodically. When we arrived, Edward was the dive master and guy in charge of the island. We showed him our permit and he gave us free range of the island.

NOTE: We emailed Jack in Majuro before heading here as he requested and he gave Edward advanced notice as well, so they were expecting us. – Savannah

20.3.3 General Services

20.3.3.1 Internet & Wifi

May 2023: There is no internet on Bikini, the mast hasn't worked for ages. – Alice

20.3.4 Provisions

May 2023: You shouldn't eat any coconuts, pandanus or breadfruits from Bikini Island; the radiation in the ground is still too high. You can eat lobster and fish. – Alice

20.3.5 Activities: Diving

May 2023: The dive boat operates from Ebeye. We don't scuba dive and our permit stated that we weren't allowed even if we were. The sunken ships from the nuclear testing are fairly deep. – Alice

July 2013: We got an extremely rare opportunity to dive a few dives at Bikini Atoll. Our buddy boat, an Aussie, made friends with the Aussie captain of the MV Windward, which makes one or charter two dive trips a year to Bikini. He asked if we (2 cruising boats with experienced divers and all our own gear) could dive with them when they were in Bikini.

We ended up doing 4 dives on the Saratoga and 1 dive to see the propellers on the Nagato, the Japanese battleship that directed the Pearl Harbor attack. The Saratoga is sitting upright, and the "island" comes up to about 45'. The deck of the Sara is about 90-100' deep. We spent most of our time in and around the "island", the elevated command center in the middle of the flight deck. The Nagato sunk upside down. The huge propellers are within our depth limits, but the interesting parts of the superstructure that are reachable, are way too deep for us. But the props are huge and even that was an interesting dive. Pictures from those dives are in our Cruising and Diving the Marshall Islands presentation, found here: <https://svsoggypaws.com/presentations.htm#cruising>

One of the guys on that Lust for Rust dive charter has a nice video of diving in Bikini on that trip

https://www.youtube.com/watch?v=-uPi-L_FXrk – Soggy Paws

Mar. 2012: If you want to dive, you must make arrangements with Jack before leaving Majuro. Jack was pretty adamant that we not dive on the wrecks here so he wrote “no diving” on our permit. Edward, the dive master, called and asked him if he could take us on the Saratoga and he said no.

If the Windward (diving boat) is here, they have a chamber on board and you might have more luck, but it's best to work it out before you leave Majuro. We were told that we would have to have someone live on our boat, we feed them, etc. but according to Edward, you just have to take him diving with you. Funny enough, they don't care if you dive the coral heads, just not the wrecks. – Savannah

Dec. 2011: We had an opportunity to join the crew of M/V Windward for a private charter booked at the last minute. One of the Japanese TV networks wanted some filming done in Bikini and Rongelap atolls. They sent 2 reporters to RMI with no real idea how to get to these 2 remote atolls.

Unfortunately for them, the local airline “Air Marshalls” had no plane in flying condition! The only boat that could bring them to Bikini was the private charter boat Windward that does surf and tech diving trip (at \$3,500/day)! The captain needed an underwater videographer and additional crew (since his were on holiday).

The long sea trip is about 450 nm away, a 48-hour passage on that rolly boat that does about 8 knots. The boat was rolling and jumping up and down in the rough seas.

During our 3 days in Bikini, we dove 3 times with Brian on some of the ships that were sunk during the US atomic nuclear tests in the 50's. Dove on the Japanese Imperial Navy flagship Nagato, on the USS air carrier Saratoga, and on USS Lamson. These were 140-165 ft deep dives. We dove using air and made our last decompression stops with pure Oxygen to add safety. I also used the small underwater video from the Japanese reporter to film for her the Bravo Crater rim, where the first hydrogen bomb was detonated.

She had a small Geiger counter with her and took lots of readings ... radiation was quite low everywhere.

At the time we visited Bikini, there were only 4 people there, Edward, the Marshallese who dove the wrecks more than anyone else since he is involved with Bikini since over 30 years. For living on Bikini for so long, he looks quite healthy!

In the late 1980's Bikini was opened to dive tourism and the Bikini Council built some accommodations, dive center, dive boats ... The operation was doing very well until a few years ago when Air Marshall got so mismanaged that the flights could not be relied upon anymore! For year now, the whole infrastructure is just sitting there and slowly rotting away. The Marshallese government forbid any private company to start a new airline! So inter-island traveling is by infrequent boats only!

Any sailors wanting to visit Bikini atoll on their own boat should first contact the Bikini Council in Majuro for a permit and this should be granted.

No scuba diving is permitted at this time for safety and other reasons. If you wanted to dive, the best would be to contact the Windward and make prior-arrangements with them. They have a recompression chamber onboard, all mixed gases and tech diving equipment. If you were anchored in Bikini when they visit, it is conceivable that you could join their passengers on their dives.

The 9 shipwrecks are fairly deep (140-250ft) and are 3-4 nm away from the anchorage.

Several cruisers went to Bikini to snorkel on the untouched reefs. – Sloepmouche

20.3.6 Cruiser Reports

May 2023: There are three men working here as well. They also got very happy for some new films on their flash drive, James Bond-movies were popular. The village here contains a workshop, some houses and an abandoned dive resort with an outside bar but it's all closed.

For the entire time we were on Bikini there was 1 dive boat anchored out by the sunken ships, but they never went ashore. – Alice

July 2013: Details of our two trips to Bikini, and all the stuff we did, can be found on our blog:

<https://svsoggypaws.blogspot.com/search/label/Bikini> - Soggy Paws

Mar. 2012: Ben, the mechanic, took us on a driving tour of the island. There aren't very many things to look at, but it makes for a very scenic tour. The beaches here are a bit sandier than in Rongelap on the ocean side and not quite as trashy (but still pretty littered). It's at least a three mile walk all the way around the island. There is a "hotel" for when the tourists come to dive as well as a kitchen for them to use. It's \$50/night and available for cruisers as well, but the rooms are bare minimum with just a bed, toilet, and shower. There is an outdoor "bar" but is only open when the tourists are here (no booze otherwise). The room where they do their dive briefing also has a book exchange with a fairly large number of books. The rest of the buildings are occupied by the guys who live here. – Savannah

20.4 Enyu Island

20.4.1 Anchorages

May 2023: There is a good concrete pier where you can tie your dingy. – Alice

20.4.2 Cruiser Reports

May 2023: Enyu Island has an airstrip but no airplanes are going there today. Everything looks abandoned. We walked around the island and found quite a lot of empty houses; some of them weren't even finished. Some of them had salt and pepper on the tables, it looks like the people just stood up and left one day. – Alice

Mar. 2012: This is the first island you see when coming in the south pass. The airstrip is here along with some old barracks and the start of a dive resort never completed. It's uninhabited but kind of fun to explore. It's here that we found the large Japanese fishing balls we had looked so hard for. We also had great success with lobster hunting, finding some of the best lobster we've ever eaten. – Savannah

20.5 Romurikku Island

20.5.1 Anchorages

May 2023: On the middle of the east part of the island there is a small sandy beach with no swell where you can land your dingy with no problem. – Alice

20.5.2 Cruiser Reports

May 2023: I think this is the island where they detonated the Bravo Bomb. There are some old bunkers left on the island and I must recommend bringing a flashlight and walk inside them. The inner copper coating has the most amazing blue colour, it looks really poisonous. There were some birds nesting in the entrance. We loved this island, there are lots of birds nesting and we saw turtle tracks. The beach is just amazing to hang and swim in the afternoon. – Alice

Mar. 2012: This island is also uninhabited but you can find the old bunkers and camera structures from the Atomic bomb testing. This island is also covered in birds, more birds than I've ever seen in one place (Terns, Boobie birds, Frigate birds).

At the time of year, we were in Bikini, the winds were blowing from the East/North East averaging 20 knots. There was very little protection here and we ended up only staying one night there.

The crater caused by the bomb "Bravo" is in the northwest corner of the island. – Savannah

21 Enewetak Atoll

Enewetak Atoll is part of the Ralik Island chain with approximately 300 people live here. There are approximately 40 islets around this atoll.

21.1 Background and History

On Enewetak Island you will find a rare dome which contains radioactive waste from several nuclear tests. -- www.infomarshallislands.com/atolls-a-l/enuwetak-atoll.

22 Alinginae Atoll

Alinginae Atoll is part of the Ralik Island chain and is uninhabited. There are about 25 islets around this atoll.

22.1 Background and History

Only yachties get a chance to visit this pristine atoll. -- www.infomarshallislands.com/atolls-a-l/ailingnae-atoll

22.2 Cruiser Reports

Jan. 2013: We've arrived to Ailinginae Atoll, which is 30 miles west of Rongelap. It was the most pleasant passage... And we caught the biggest fish A 80lb Yellow Fin Tuna!

While Pete was cleaning the huge fish on the back of the boat 20 medium size sharks (3-6') came to say Hello! I did some pics and cool video footage! – Downtime

23 Wotho Atoll

Wotho Atoll is part of the Ralik Island chain and has a population of 88 people. There are approximately 13 islets around this atoll.

The mayor is Kudo Kabua whom you pay the Yacht Permit fee of \$100.00 to upon arrival.

23.1 Wotho Island

23.1.1 Anchorage

June 2013: We anchored in front of the small village just off of Wotho Island. Even though the village is small it is sprawling, running along the shore. The beach is beautiful, the waters turquoise, and the village shaded by palm trees and breadfruit trees. <https://www.infomarshallislands.com/atolls-m-w/wotho-atoll/>

24 Kwajalein “Kwaj” Atoll

Kwajalein Atoll is part of the Ralik Island chain and has almost 10,000 inhabitants. There are approximately 97 islets around this atoll.

The mayor is Hirata Kabua whom you pay the Yacht Permit fee of \$25.00 upon arrival. If you are clearing in or out you do not need to obtain an inter-island permit. However, if you plan to go to Ebeye to just visit, you must obtain a permit from MOCIA. This will only allow you to go to Ebeye.

Kwaj (island) requires special permission and sponsorship by someone living on Kwaj. It is very difficult to get as they are only allocated a few days a year and locals like to save those for family and friends to come visit.

The anchorages are listed starting with Ebeye Island and going clock-wise around the atoll.

24.1 Background and History

Kwajalein, sometimes referred to as Kwaj, is the world’s largest atoll. During the mid-1980s, Kwaj became the center of field testing for major components of the “Star Wars” (Strategic Defense Initiative) program.

The three main residential islands are:

- Kwajalein is the missile base and is off limits unless you have a sponsor and prior permission
- Mejatto this is where members of the Rongelap atoll relocated in 1985, “temporarily”
- Ebeye the majority of the residents live here.

For more information, visit: www.infomarshallislands.com/atolls-a-l/kwajalein-atoll.

24.2 Missile Testing and Closures

To find out about any testing that may be going on in Kwajalein Atoll, listen on SSB freq 2716. At the top of each hour, a broadcast should be heard with range test information. You can contact Kwaj Range Control on this frequency at any time. Have a pencil ready as the coordinates of any closed area are given in a long group of lat/long positions.

You can also check out: www.facebook.com/USArmyKwajaleinAtoll

May 2013: In May 2013, we were told there was some test activity going on. Basically, the middle of the Kwaj Atoll was off limits, plus areas east and west of the middle of Kwaj, in the open ocean.

We could come and go via the Bigej Pass, anchor off Bigej Island (but go no further north), and travel between Bigej Pass and Ebeye and the Kwaj Base.

Sketch of Kwaj showing the Mid Atoll Corridor & Passes

24.3 Passes

24.3.1 Bigej Pass

Oct. 2023: We entered Kwajalein through the Bigej channel (ocean side) 08°52.186N / 167°45.960E (lagoon side) 08°52.500N / 167°45.370E. The pass is noted as being buoyed, but most of the buoys are missing. – Iris

May 2013: We went in through Bigej Channel in the dark, using GoogleEarth charts and the CM93 Cmap chart (pretty accurate), and sailed south toward Kwaj base. The lights are as charted in our 2010 version of the Cmap charts. See notes in the Kwaj section on contacting Kwajalein Control before entering the Atoll. – Soggy Paws

Aug. 2011: The Bigej pass (SE lagoon) is straightforward and we entered before light and proceeded to the Ebeye anchorage using GPS points taken on Google Earth and the radar. – Sloepmouche

24.3.2 Gea Pass

May 2023: We went in/out of Kwaj via the Gea pass on the west side of the atoll. The pass is very deep and well buoyed. We were told that this is what the military use but we didn't see any ships. – Alice

24.3.3 Nell Pass

2011: Nell Pass: We came from the outside of the lagoon and entered thru the wide and clear pass East of Nell island but we could have entered thru the smaller pass on the west side of Nell island. Once inside, navigate carefully to avoid isolated reefs. – Sloepmouche

24.4 Ebeye Island

24.4.1 Anchorages

Nov. 2024: There is a public dock (08°46.477N / 167°44.274E) where you can leave your dinghy when visiting Customs and Immigration. Tie up on the inside pontoon to leave room for the local fishing boats. – sv Sugar Shack

Oct. 2023: We anchored south of the dock in 10m in sand. Beware there are some bommies which are within 3-4m of the surface at low tide. Find a sandy spot, the holding is good. – Iris

24.4.2 Yachtsmen Services

24.4.2.1 Fuel (Diesel & Gasoline)

Nov. 2024: We found several fuel stations, but none of them are marked as such. – Hoptoad

May 2023: We didn't get any diesel and I'm not sure if you can. There is a petrol station that sells diesel by the big ramp. The custom guy said there was a lot of water in the diesel. Not sure if he was serious or not. – Alice

24.4.2.2 Water

May 2023: You can get water from the water tower in the middle of town. The water is treated drinking water and it's free, but you have to have your own jerry cans. The whole town gets their drinking water there and it's an experience to fill water along with everyone else. – Alice

24.4.3 Inter-Island Clearance & Formalities

Customs and Immigration: Located at the southern end of Ebeye at 08°46.476N / 167°44.303E in the Finance Ministry Building next to the power plant. There is a public dock in front of the building to leave your dinghy.

Port Authority: The office is behind the big green building by the ferry docks. They share space with the “old post office”. Port Authority is on the 2nd floor.

Nov. 2024: We came to Ebeye to clear out. But after speaking with Immigration and the Irooj we were told we did not need to have a permit (even if we were not clearing out). Lots of conflicting information. – Hoptoad

May 2023: We stopped in Ebeye only to clear out. We didn't have a permit, but nobody said anything about it. After arriving we went to the police station but he just told us to go to the port authority instead.

The Port Authority has their office behind the big green building by the ferry docks. They share house with the post office, port authority is on the second floor and the post office on the first floor. It is hard to find so you might have to ask around. The port captain had us fill in some paper and helped us contacting custom, immigration and quarantine for clearing out. He was very nice but a bit surprised to see us. According to him we were the first boat here after Covid. – Alice

Oct. 2023: We never found a place where we could pay the \$30 permit fee to visit Kwajalein. The police office had never seen that paper before and we could not find the Town Council. They are not very used to Yachts visiting. According to Immigration we were the second boat since COVID (SV Alice was the first).

Customs and Immigration are both located on the second floor in the Finance Ministry building. The building is at the extreme southern end of the island right next to the power plant. You should go there a couple of days in advance if you clearing out, in order to set an appointment for the officials to visit your boat.

The officials will come to the dock and you have to ferry them out to your boat in the dinghy. – Iris

Jan. 2012: We were able to get sponsorship on the Army base. – Savannah

2011: Many cruisers are still confused about visiting this atoll that is partially occupied by US military. First you should treat Kwajalein like any other atoll in the Marshall meaning you have to obtain an entry permit in Majuro (Internal affairs) and first check in at Ebeye Island by paying the \$25 fee at the town council office. You can now visit islands in the atolls (remember to try to get landowners permission as usual) EXCEPT all islands that are controlled by USAKA (US Army forces). These restricted islands are Kwajalein, Carlos, Legan, Illeginni, Meck, Omelek, Gagan and Roi-Namur

The US is conducting secret missile testing here so you won't be welcome in these islands UNLESS somebody working on the base is willing to sponsor you. You might be issued day passes or even a 2-week pass that allows you access to some facilities. Several cruisers do work as private contractors so some visiting cruisers (mostly US citizens) were able to get sponsorships from them.

During missions, movements around the lagoon might be restricted, as the mid-atoll corridor is closed from East reefs to near Nell island, so keep your ears open to avoid trouble.

Military stand by on VHF CH12. Ch 16-72 are also used.

Kwajalein is the second international port of entry/exit so it is a good last atoll to visit if going westward before checking out of the Marshalls. – Sloepmouche

24.4.4 General Services

24.4.4.1 Hardware Store

Oct. 2013: Towards the south there is a DIY store with some hardware items, and a bit to the north there is a very nice store called the Ralik Store, which is run by an Irishman named Bill. It is not big, but it is the nicest cleanest store in Ebeye (no food). – Soggy Paws

24.4.4.2 Internet and Wifi

May 2023: NTA has an office here, by the antenna and you can top up your phone credit. When we were there, they didn't have any sim-cards but we already had that. – Alice

Oct. 2013: You get cell phone and decent internet in Kwajalein at Ebeye Island. – Soggy Paws

May 2013: We found good NTA wifi from several signals on Ebeye. We ended up moving our boat to the SW end of Ebeye to get the best signal. It's a nice anchorage except for the wakes from the ferry boats ferrying workers to and from the Kwaj Base.

The internet in Ebeye is actually pretty good--it seemed faster than what we were used to from Majuro. If you are using a wifi range extender, be sure to take that in with you to get signed up (give them the Mac address from that device rather than your computer). – Windward II

24.4.4.3 Post Office

Nov. 2024: The Post Office is closed. – Hoptoad

May 2023: Post Office is in the big green building by the ferry docks (with Port Authority). – Alice

Oct. 2013: You can receive parcels here--get a friend currently in Majuro to ask the Post Office in Majuro to forward your waiting parcels to you at Ebeye--they usually show up in a day or two (chat with the Ebeye Post Office manager first, so he knows they are coming).

We haven't done this yet, but theoretically you can receive mail at the Post Office in Ebeye

If sending from the U.S.

<Your Name>
SY <Boat Name>, Yacht in Transit
General Delivery
Ebeye, MH 96970

If sending from somewhere other than the U.S.:

<Your Name>
SY <Boat Name>, Yacht in Transit
General Delivery
Ebeye 96970
Republic of Marshall Islands
Provided by – Soggy Paws

May 2013: We wanted to receive a package that had been shipped to us in Majuro, in Ebeye, so we had a cruiser in Majuro go into the post office and tell them to forward the package for us to Ebeye. It was done at no expense and arrived in Ebeye the next day. We found the postmaster in Ebeye to be very nice and accommodating. When the post office in Majuro continued forwarding packages (unbeknownst to us), the Ebeye postmaster flagged us down in the street and told us he had received another package for us.

When our propeller came in through the Kwaj Base via DHL (6 days from Canada, via Hong Kong & Seoul South Korea), the postmaster retrieved it for us and met us on the quay at Ebeye and handed it to us. – Windward II

24.4.4.4 Transportation

2024 (verified) Jan. 2012: Ebeye is the main town in Kwajalein. There are ferry boats that take people to and from Kwajalein Island several times a day. This is mostly for workers but you can get a day pass as well, although these require sponsorship as well. – Savannah

24.4.5 Provisions

Liquor: Ebeye just implemented (Nov. 2024) a new law that requires an “Alcohol Consumption Permit.” You are not allowed to purchase beer, wine or alcohol without this special permit.

Sept. 2024: There are two grocery stores in Kwaj:

Payless Triple J +692.625.2061. Hours: Mon-Sun: 0800-2000.

Lucky Star, +692.329.8889, Hours: 0800-2000.

Best to be super careful with expiration dates and double check for weebles. – sv Sugar Shack

May 2023: There is a Payless Store and a store called Lucky Star. They didn’t have much and you have to check the expiring dates on everything. I bought flour but I had to toss everything overboard because the bag was full of bugs. – Alice

Oct. 2013: Remember that you can re-provision in Kwajalein at Ebeye Island. Payless, as the only place in Ebeye, now accepts credit cards (most of the time). We were able to pay once with our card, but the next day it did not work. – Soggy Paws

Jan. 2012: There is a Payless close to the wharf. You tie your dinghy to the wall perpendicular to where the ferry’s come in and walk straight down the road. The Payless is on the right. Prices are similar to Majuro, though the selection is slightly less. Watch expiration dates. We found everything in the refrigerators / freezers to be way past their expiration date. Veggies were pretty good the day we went with lettuce, red/yellow peppers, bok choy, potatoes, onions, celery, cabbage. Fruit was limited to sliced cantaloupe, apples, and oranges. Non refrigerated items were plentiful with a wide variety.

Lucky Star: If you turn right after the Payless, there is another store down the road on the left. It carries much less and isn’t quite as clean, but had quite a bit of Asian condiments we didn’t see in Payless. They also had a fair amount of hardware items (we found some battery clamps here we couldn’t find anywhere else).

There is another store across from Payless that has a bakery and carries department store type items – tvs, furniture, clothes, etc. – Savannah

24.4.6 Restaurants

Jan. 2012: There is one restaurant on the island, inside the hotel. If you go past the Lucky Star a block or so and look on the right, you’ll see the hotel. Go in the hotel straight down the hall, then turn right. You’ll find The Mermaid Restaurant. It serves basic Chinese food as well as beer. – Savannah

24.4.7 Cruiser Reports

Oct. 2023: Ebeye is very crowded and there are a lot of children. According to the latest survey there are 15,000 people living in Ebeye on only 0.35 km² land. More than 50% of the population is under 18

years old. We did not find Ebeye a nice space. The people were friendly, but the island was quite dirty with a lot of flies all over. – Iris

May 2013: We got stuck in Kwajalein for a couple of weeks because our propeller "threw a blade", and it took us awhile to get a new one shipped in. – Westward II

Jan. 2012: Ebeye is pronounced "e-buy". It is an island a few miles south of the primary (south eastern) channel into Kwajalein lagoon, and a few miles north of the Kwaj Army Base. – Savannah

24.5 Kwajalein Island

24.5.1 Anchorages

May 2013: On approach to the Kwaj Base area, call Harbor Control in VHF Channel 12 (give them your permit number). The Small Boat Harbor stands by on VHF 68. – Soggy Paws

24.5.2 Formalities

2024 (verified) Dec. 2011: The main military base on Kwajalein is located in the southern part of the atoll. It is only possible to visit if you get sponsorship from someone on the base, which is easier said than done. They are only given 90 days to sponsor someone a year (kids under 12 don't count towards that limit). If you're looking for sponsorship, the end of the year seems to be easier as people have days left over and they know whether or not they're going to use them by the end of the year. Whereas, at the beginning of the year, most people don't yet know how many days they'll need for family and friends and they're reluctant to give them up.

Foreign Nationals are next to impossible, if not impossible, to get sponsorship. It's also a big responsibility for the folks doing the sponsoring. Everything you do reflects on them. They're responsible for your entire well-being, including medical. It's always a plus to point out that you have DAN insurance and any other type that would assure them you're covered financially.

If you're retired military – the only place to shop with your Military ID is the AFES stores. One is a convenience type store with beer and wine and the other is more like a mini department store. Everything else is contractor run and you need your sponsor to accompany you (i.e. no commissary). There is no military medical facility – it is also contractor run.

After three weeks here, we finally discovered that we can get the 8-Armed Forces Network (AFN) channels here on our boat. – Savannah

24.5.3 General Services

24.5.3.1 Banks and ATMs

ATM There is an ATM at the ferry terminal.

Banking: "Community Bank" provides banking services for the Kwajalein community. The bank is a member of the Federal Reserve System and provides full-service banking, including three ATM machines that are strategically located on the island. Community Bank will also cash checks for non-account holders for a small fee.

24.5.3.2 Internet and Wifi

Oct. 2013: You get cell phone and decent internet in Kwaj and Ebeye Island. There is internet available in the Food Court at Kwaj base, but you need a sponsor to get onto the base. – Soggy Paws

24.5.3.3 Post Office

While living on Kwaj, your address is: Your Name, Kwajalein Atoll, P.O. Box XXXX, APO, AP 96555.

Kwajalein receives and dispatches stateside mail via AMC military planes which currently come twice a week. It takes an average transit time of about two weeks for letters and packages from the States to reach us, but could take as long as 11 weeks. Services offered are Parcel Post and Priority (United Parcel Service and Federal Express services are not available).

All packages coming to and leaving Kwajalein must contain a U.S. Customs slip, filled out properly, with the contents clearly stated.

May 2013: If you are shipping something care of a friend at Kwaj base, only put THEIR name on the package--your name should not show anywhere on the package. – Soggy Paws

24.5.4 Provisions

May 2013: If you can't get Kwaj Base privileges to shop at the base (where fresh groceries come in by air once a week from Hawaii), the Payless store in Ebeye is pretty well stocked and receives fresh veggies every two weeks on a ship from Guam. – Westward II

24.5.5 Kwajalein Yacht Club

The Kwajalein Yacht Club is pretty active, they meet every Thursday for happy hour to watch the sunset and have a club meeting every 4th Saturday.

Kwajalein Yacht Club: www.kwajyachtclub.com and www.facebook.com/KwajaleinYachtClub

24.5.6 Cruiser Reports

Sept. 2013: The only really memorable part of the trip was that Kwajalein was having "range activity" during the last night, and I happened to look up from my book at just the right time, and saw the missile (?) streaking in to Kwaj. It was kinda cool (but short-lived). The main activity at Kwaj is testing missile defense systems, and they shoot something into the area every couple of months. This is the first one we've seen ourselves.

Because we've been sending in Position Reports via Winlink, we get an advance email from some ham on Kwaj advising us of pending launch activity--the exact coordinates of the closure area, and the times the area is closed. The same notices are posted on shipping channels (Navtex, etc) so the shipping in the area knows about it. Most of the launches are scheduled for late night/early morning, so it's not usually a factor in moving around during daylight hours. – Soggy Paws

Dec. 2011: This is a funny little place. We're thoroughly enjoying ourselves but there are some things worth mentioning to help you get a picture for it here. There are very few cars/trucks. They're all government vehicles. The people here travel on bikes and the occasional golf cart. There are all sorts of bikes too – "Island bikes" – meaning the handlebars might wiggle, the chain might slip, but no worries, because it gets you from point A to point B. There are all kinds of trailers for these bikes too.

The grocery store here even gets in on the action....since trailers can only carry so much, they deliver!

Everyone is really friendly and it's such a small community that everyone knows everyone. That could be good or bad, I suppose, but so far for us, it's nice.

They have pretty much everything you need here – swimming pools, movie theaters, sports, water sports, beaches, even a food court complete with Burger King and Subway.

Some of our favorite things have been the turtle pond and a little beach spot that our sponsors showed us with a rope swing. Jake spent a few hours there the other day swinging and jumping off into the water. – Savannah

24.5.7 Kwajalein Military Base – Working Here

Though this is a bit old, the experience is still similar. It is possible to find work at Kwaj Base

2004: People here work 5 days a week, they are serious about enjoying the outdoors and lead a much more balanced life than on the mainland. “If you have to work, it’s a good place to do it”.

When we showed our resumes to people who we had gotten to know, they were very excited about our skills sets. It is typically very difficult to get jobs here. Despite that, it took a long time for all the approvals, health and background checks to come together, and we worried constantly about whether we’d be hired before our 60-day visitors pass expired.

The base salaries are lower than in the U.S., since they are not subject to federal tax, the actual take home pay is higher, along with other perks and balanced lifestyle to bring us out ahead. Benefits include free furnished housing, meal card covering all meals, health and dental care, a free ticket home after a 1-year contract is completed with \$1500 spending money (if we sign on for another 90 days), plus a 401K with 50% matching.

We can ship out a total of 1500 lbs of “household” goods from Washington as part of our contract. And, of course there are all the great activities and facilities: free movies, crafts and woodworking center, pool, and the myriad of clubs and events.

What kinds of jobs we will be doing? Garth has gotten a job as a mechanical engineer working on troubleshooting facilities maintenance and I got a job as a web developer for the company intranet.

A peculiarity of being on US territory and particularly a military owned base is that we are again reminded of the US strive to protect everyone from the risk of poor judgment. In the interest of safety, we all have to take a boating safety course and get tested before we can take out a boat. The buddy system is strong, so neither of us is allowed to move the boat alone or go for a sail on our own.

Some of the down sides of being government contractors, things sometimes move very slowly around here and there are lots of rules and paperwork. There are lots of people who have been working here too long and have become dead weight, yet it seems to be tolerated.

Acronyms are rampant here and we continually have to ask what people mean. A garage sale is called a PCS sale after the term Permanent Change of Status, which in common English means: leaving.

We’ve enjoyed biking all over the island even though a full tour of the island can take less than an hour. The salt air is pervasive and a new bike will rust within 6 months. Pay attention to the chain and brakes.

Recycling is big here since everything must be shipped in from Hawaii or the continental US otherwise. Visits to the dump are common for those household projects or hobbies.

Online purchasing is huge and the post office here does a whopping volume of package.

We chuckle that we live feet from the ocean yet buy frozen seafood at the supermarket flown in from Hawaii. Vegetables, fruit and mail are flown in once a week.

Usually the dining hall fare is pretty decent with good variety and we have special events where we have fine cheeses, seafood and desserts that we don’t usually see. – Vella

24.6 Nell

24.6.1 Anchorages

2011: 09°06.580N / 167°18.860E. This anchorage is not well charted at all, on electronic maps, it shows the whole area as shallow reef. Despite being on the west side of the lagoon with 20kts Easterlies, the anchorage was only slightly roly. – Sloepmouche

24.6.2 Cruiser Reports

2011: We made ourselves a temporary mooring to avoid laying too much chain (bottom is 60-80' deep!) Plenty of scenic islets to walk on and snorkeling spots both in & out the lagoon. --Sloepmouche

24.7 Roi-Namur Area

Roi Namur is located at the NE end of the Kwajalein atoll. It was a Japanese base early in WW2, but was taken over by US forces in 1944 or 1945.

Now it is a major missile tracking installation, with a HUGE radar.

The land area is off limits to all but authorized personnel. Like Kwajalein, you must be sponsored by a Roi Base resident to go ashore EXCEPT at the concrete pier where the ferry goes back and forth to 3rd Island, transporting Marshallese workers.

However, you can go in and anchor off the beach in Roi, and you can go ashore at the pier, shop at the store, get water and ice, buy diesel/gas, and use the laundry facilities, within the gated compound set up for the Marshallese workers.

24.7.1 Anchorages

June 2013: 09°23.626N / 167°28.217E, in about 20' sand (anchored in the west basin of the base area). The best spot, a little further in and to our starboard, was taken up by another boat. Where we were was blocking the concrete ramp ashore on the port side, which is used once a week by the large landing craft that shuttles cargo between Roi and Kwaj base (we would definitely have to move if he wanted access to the ramp). Further out you get more wind/chop and more roll.

This is a beautiful anchorage (except it's not as protected as it looks if the wind goes south of east), but we couldn't go ashore. Despite the efforts of our contacts in Kwaj, we couldn't get permission for a day pass to have a look around. Like Kwaj, most of the island is off limits, except the ferry dock to the east. There we landed our dinghy and talked to the small boat marina people. There is a small store there we could buy from, and the ferry to 3rd island (free with no security checkpoint to get on or off). We also saw washing machines in the gated area, which we were told we could use.

On approaching Roi Namur (about 4 miles out), you should call Roi Harbor Control on Channel 12 and ask permission to come in and anchor. We didn't get any response after several calls, but we were told this was unusual. – Soggy Paws

24.7.2 Yachtsmen Services

24.7.2.1 Fuel (Diesel & Gasoline)

Oct. 2013: Gasoline and diesel fuel is available here. – Soggy Paws

24.7.2.2 Water

Oct. 2013: Water is available here. – Soggy Paws

24.7.3 Provisions

Oct. 2013: Some provisions are available at good prices from the "3rd Island Store" on Roi Island at the north end of Kwajalein (but no cell or internet here). – Soggy Paws

24.7.4 Cruiser Reports

June 2013: With the wind blowing at 18-20, we only ventured out to dive on the Japanese Zero, which is just east of the marked channel into the Roi fuel dock (see the Kwaj Dive Club website for waypoints). It was challenging diving out of the dinghy in those conditions, but worth the effort, as the plane is still mostly intact. We anchored one dinghy in 60' (sand/coral) just upwind of the waypoint, and easily found the wreck by snorkeling at the surface (or just below). The other dinghy anchored in 20' on the shallow/sand coral about 50 yards due east of the wreck waypoint. – Soggy Paws

24.8 Edgigen

24.8.1 Anchorages

June 2013: 09°20.186N / 167°30.376E in 20' sand shelf between scattered coral heads. This was a nice quiet anchorage, even in 18-20 ENE and even at high tide. The island is uninhabited, and there's a decent beach ashore, and a decent dive bommie just offshore. – Soggy Paws

2011: 09°19.95N / 167°30.41E. We anchored off **6th island** (called so because it is the 6th island down from Roi Namur (NE corner of atoll and USAKA main radar base). We anchored in 40-50' good sand, between coral formations. Nice deserted island to walk around and snorkel. -- Sloepmouche

24.9 Bigej island

24.9.1 Anchorages

June 2013: 08°54.152N / 167°46.127E was the pin we dropped to use as an "easy in, even at night" anchor spot. Even though the wind was blowing 18-20 ENE, it was well sheltered, in nice sand, about 25' deep. – Soggy Paws

2011: 08°53.89N / 167°46.12E. We anchored in 20' of good sand with few isolated coral formations. This is the island north of the Bigej pass. -- Sloepmouche

24.9.2 Cruiser Reports

2011: The next day with blue sky and sunny wx we discovered how scenic this anchorage is. We put our dinghy at the old dilapidated dock and met the 2 friendly locals who live here. They offered us coconut water and papayas and welcomed us on their island. This island is visited on the weekends by many people working in Kwajalein base and Ebeye but is all calm during the week. We walked around, snorkeled in the anchorage and in the pass and were glad we stopped here! – Sloepmouche

2011: Bigej is just about 10 miles or less north of Ebeye and is a beautiful anchorage. On the south side is some good diving and surfing but is a little rocky. The middle of the island is where the houses are located. The north side is quiet and has some pretty good snorkeling. In high winds you may get some wrap around from the small pass north of there. If you go ashore, you'll find a beautiful beach covered with flies. On the ocean side, it is considerably better but with coral instead of sand. It's a nice seashell finding beach walk. We didn't see any trash. – Savannah

24.10 Diving in Kwajalein

2011: USAKA does not control the numerous WWII wrecks so avid divers have the possibility to check these out. We read Matt Holly's WWII wrecks survey report and dove the following sites:

North Loi Wreck – 08°48.00N / 167°43.80E in 70-75ft ... looked all around the “GPS position” but could only find smaller remains (old rusted engine/machinery and wood remains) in only 50' closer to land? But nice coral reefs there.

Akibasen Maru - 08°44.667N / 167°43.477E bottom 150-160'. Took us some work to find it. Luc jumped from the dinghy and dove in the blue with a line at the exact GPS location. Saw the wreck when about 60' down and then saw a line with a buoy coming from one of the masts. Tied to that buoy about 20' deep and we dove the wreck. Several turtles, were seen on this upright wreck as well as some small white tip sharks and an eagle ray.

Prinze Eugen - 08°45.00N / 167°40.80E above water till 150'. This is easy to find, you tie your dinghy to the giant propeller sticking above the surface of this interesting and historic wreck, sunk quasi-upside down. This German vessel survived the Bikini atomic testing, then was towed all radioactive to Kwaj for further study when it mysteriously capsized and sank at anchor! A must dive. – Sloepmouche

2013: We spent quite a bit of time diving in Kwajalein. There is a site called the “Airplane Graveyard” up near Roi Namur that we made a number of dives on, and the wrecks just off Roi Namur. We also made a couple of dives on ships near the Kwaj Base, with the help of the Kwaj Scuba Club. We never got our [Kwaj blog posts](#) updated with pictures, but did do a presentation “[Cruising and Diving the Marshall Islands](#)”. – Soggy Paws

Oct. 2023: The story of Prinz Eugen: Prinz Eugen is a German heavy cruiser from WWII. The ship was surrendered intact to the British at the end of the war when the US claimed it as a war prize. The US used her in testing damage from nuclear explosions from one of the atomic bomb detonations on Bikini Island. All the other ships sank except Prinz Eugen. She was sailed to Kwajalein so they could study her more to find out exactly why she, of all the others, was the only one afloat.

At anchor off Kwajalein, it was noticed that she was leaking, and as the tests were important it was decided to ground her by running at full speed up on to the beach, but that night there was an unusually heavy storm that washed the ship back into the water where it overturned, and all you can see now are the two propellers and the rudder (there used to be three).

Germany asked to take one of the propellers, and the US agreed. Matson Shipping offered to ship it to Germany for free, and that propeller is now on display at the Laboe Naval Memorial in Germany as a dedication to the ship and its crew. She was deemed the “Lucky Ship”, as all through the war she went in harm's way many times, but suffered very little damage, in fact only very few of her crew lost their lives during the war. –Iris

25 Ujae Atoll

Ujae Atoll is part of the Ralik Island chain and has approximately 310 people living here. There are approximately 15 islets around this atoll.

The mayor is Morris James Jr. and there is no Yacht Permit Fee.

25.1 Background and History

Ujae is famous for its” jobwa” stick dance, a unique style of dancing that is performed on only the most special occasions. -- www.infomarshallislands.com/atolls-m-w/ujae-atoll.

26 Lae Atoll

Lae Atoll is part of the Ralik Island chain and has approximately 133 people living here. There are approximately 20 islets around this atoll.

The mayor is Telmong Kabua. and there is no Yacht Permit Fee.

For more information, visit: www.infomarshallislands.com/atolls-a-l/lae-atoll.

27 Lib Island

Lib is a tiny island a bit west of the line between Namu and Kwajalein. There is no break in the reef here, so very few cruisers visit. There are no islets and the population is around 156 people.

I noted that my Google Earth chart of Lib shows it to be nearly 2 miles WEST of where it shows on the CM93 2010 chart. So, if you're passing by there, beware!!

For more information, visit: www.infomarshallislands.com/atolls-a-l/lib-island.

28 Namu Atoll

Namu Atoll is part of the Ralik Island chain and has approximately 525 people living here. There are approximately 54 islets around this atoll.

The mayor is Kemilang Kabua whom you pay the Yacht Permit fee of \$50.00 upon arrival.

28.1 Background and History

There is an airfield here. Visit www.infomarshallislands.com/atolls-m-w/namu-atoll for more information.

29 Jabat / Jabwot Island

Jabat Island has approximately 75 people living here.

29.1 Background and History

Jabat, sometimes called Jabwot, is a rocky island, rather a coral atoll. However, it is still surrounded by a coral reef that extend for several kilometers beyond the outer reef to the north and south.

The former President Kessai Note was born on this island in 1950. He was president from January 10, 2000 to January 14, 2008. – www.infomarshallislands.com/atolls-a-l/jabat-island for more details.

30 Ailinglaplap Atoll

Ailinglaplap Atoll is part of the Ralik Island chain and has approximately 1200 people living here. There are approximately 56 islets around this atoll.

The mayor is Riming Ring +692.625.8240 and the yacht permit fee is \$250.00. Very few cruisers ever go here and the locals appear to be uninterested in attracting cruisers.

30.1 Background and History

Ailinglaplap is a traditional capital and seat of major of the paramount chiefs. They are a primary producer of copra and a major surfing destination for some of the world's top surfers. –

www.infomarshallislands.com/atolls-a-l/ailinglaplap-atoll.

31 Jaluit Atoll

Jaluit Atoll is part of the Ralik Island chain and has approximately 1400 people living here. There are approximately 91 islets around this atoll.

The mayor is Alington Robert whom you pay the Yacht Permit Fee of \$50.00 upon arrival.

31.1 Background and History

Jabor Island has the largest population on Jaluit. It has a small hotel, several small markets and a gasoline station. The second largest town is Imiej which is 45 minutes by boat from Jabor. For more details, visit: www.infomarshallislands.com/atolls-a-l/jaluit-atoll.

31.2 Passes

31.2.1 SE Pass

Sept. 2013: We arrived at the **SE Pass** in good light at mid-day, with almost no wind and an incoming tide, so this pass was pretty easy. The current was behind us and we clocked 7.5 knots on the way in (about a 2 knot current). You will see a prominent marker ahead as you line up on the pass. You will be turning to the south to head for the harbor at Jabor BEFORE this marker. This is the SW-most of the two markers shown on our CM93 chart--the other one is missing.

Here are a couple of waypoints for coming in this pass:

Outside	05°55.65N / 169°38.58E
Mid Pass	05°55.60N / 169°38.36E
Just inside	05°55.51N / 169°38.30E
Well inside	05°55.30N / 169°38.27E

From here you can see the big pier off Jabor. Anchor in 45-60' SW-S of the pier. – Soggy Paws

Mar. 2011: The entrance at **South East Pass** is easier than it looks and seems to get some protection from seas and swells by the land which 'hooks' out eastwards to the north of it.

Arriving off the Pass at 05°55.7N / 169°38.7E stay off the clearly visible reef to your port, and proceed to 05°55.65N / 169°38.5E and then to 05°55.55N / 169°38.3E. From here head south until you see the dock, then curve around and anchor to the SW of the dock leaving room for local traffic. – Mr. John IV

31.2.2 SW Pass

Mar. 2011: **Mar. 2011:** If you are departing to the west, you can leave by the SW Pass..... it looks a little tricky but once you get close it's all very apparent and leaving in the morning you have the sun behind you on your way across the lagoon. – Mr. John IV

31.2.3 NE Pass

Sept. 2013: We left Jaluit a week later via the easternmost of 3 openings at the **NE Pass**. Again it was very calm and we had pretty good visibility. Here are a few waypoints we used:

Well inside	06°03.21N / 169°38.55E
Inside	06°03.38N / 169°38.18E
Just inside	06°03.57N / 169°37.81E
Mid Pass	06°03.84N / 169°37.76E
Outside	06°04.27N / 169°37.77E

Provided by Soggy Paws

31.3 Formalities

Sept. 2013: The mayoress's name is Billa. She is a very nice lady, and speaks very good English. She can be contacted by email at billajacklick@gmail.com. If you go into the Fisheries dock (a small concrete dock south of the big concrete dock), her house is to the right, the southernmost of the two houses directly across from the generator/fuel tanks. – Soggy Paws

Mar. 2011: On arrival you will have to go and check in with the Mayor or appointed official and almost certainly you will pay your visitor fee in Jabor, the old centre of government and a small town rather than a village.

As usual you need to discuss and get permission to visit the outlying islands within the lagoon; normally this is not a problem.

Again, one should remember how big these atolls are. It would take a couple of months to cruise around Jaluit's many islands and most of them are deserted.

Charting is fairly good although not all the lagoon is covered, There are many coral heads that are not shown on the charts and all sailing within the lagoon requires a good lookout at all times. – Mr. John IV

31.4 Jabor Island

31.4.1 Anchorages

Sept. 2013: 05°55.15N / 169°38.48E. We were looking for something under 50' to anchor in, and ended up in more coral that we liked. Don't go any further south than this point as it gets quite shallow in spots (coral heads on the shallower sand area ~5' deep). Also, don't anchor too much further north, as there is a wrecked tug on the bottom at 05°55.182N / 169°38.453E. We ended up spending several nights in Jabor. – Soggy Paws

Mar. 2011: From the SE pass, head south until you see the dock at Jabor, then curve around and anchor to the SW of the dock leaving room for local traffic. The Dock at Jabor has much traffic coming and going at all hours, leave plenty of room and be well lit at night. – Mr. John IV

31.4.2 General Services

31.4.2.1 Internet and Wifi

Sept. 2013: While in this spot, we got good internet via wifi using our by-the-month NTA account. We also had cell phone coverage here. In the mornings the internet seemed slow. It seemed to speed up a lot after school got out. – Soggy Paws

31.4.3 Provisions

Sept. 2013: There is a small store right across from the Fisheries dock. – Soggy Paws

31.4.4 Activities

Sept. 2013: We did a couple of dives from our dinghy here. Below is the list of dive sites we have in the Jabor area. The ones we did are starred. The German ship was the best. – Soggy Paws

*Japanese Pier	05°54.69N	169°38.21E	Interesting snorkel on the remains of the old pier
*German Ship	05°54.77N	169°38.19E	Anchor in 60'. The German ship in 80-90'. Ship is late 1800's "composite" construction (iron frame with wooden planks). Planks are gone, but the frame is intact. Nice dive.
Tanaka	05°55.03N	169°38.19E	70's era Japanese fishing vessel in 120'
*Tugboat	05°55.18N	169°38.43E	Drop anchor here for Tug dive. Tug is 45-50' just east of this spot.
Drift Dive 1	05°56.06N	169°38.48E	Incoming tide, enter where small pass meets the main pass. Drift in 40-50' of water to the west & over to S side of Kabbenock I
Drift Dive 2	05°55.68N	169°38.39E	PA. On slight outgoing tide in calm conditions. Enter at reef edge at halfway point of Island, descent to 60'. Look for hundreds of wine bottles from German ship. Keep close to reef and turn corner at east point to enter an area sheltered from current and with millions of fish.
Bottle Wreck	05°55.78N	169°38.55E	German Bottle Wreck. Pre-WW2 German trading vessel. Lots of current and big swell. Mast, davit, and engine remain, plus lots of wine bottles. 10-30'
Shipwreck on chart	05°53.95N	169°37.38E	We didn't investigate this

31.4.5 Cruiser Reports

Sept. 2013: The town itself is nice and neat, and worth a stroll around. The people were friendly and smiling. There is a large school area near the pass. We met two American teachers who had just started their year's commitment, teaching at the high school. – Soggy Paws

Mar. 2011: There are so many places to go within this lagoon it will depend on what you want and how much time you have. Lots of people in Jabor that will give you recommendations. – Mr. John IV

31.5 Imej Island

31.5.1 Anchorages

Sept. 2013: 05°59.15N / 169°42.99E. Super nice and peaceful – no one living ashore nearby. We enjoyed the solitude. There is pretty good protection from about SW around to NW (through east) in

this whole bay (including off the village at Imejj). If you expected a big blow from the north or south, moving north or south in this bay would give you good protection.

We spent two nights here--one night anchored near the big Japanese ship on the beach (and looking at a Japanese building ashore) and one night off Imejj (Emejj). – Soggy Paws

31.5.2 Activities

Sept. 2013: Here we did dives on the two "Emily" Kawanishi seaplanes sunk by American bombing during WWII, and then we spent about 2 hours tromping in the bush looking at old Japanese buildings.

The two airplanes under the water are much better preserved--and the nearly intact one in 90' is quite impressive--probably the best airplane dive we've done in the Marshall Islands.

Here are some waypoints and points of interest in this area:

Kawanishi Intact	06°00.66N	169°42.98E	Kawanishi Flying Boat. Large 4 engine flying boat, largely intact (upside down) in 90'
Kawanishi Anchor Spot	06°00.68N	169°42.98E	Drop anchor here to be clear of Kawanishi & hang back over site
Kawanishi Remains	06°00.79N	169°43.01E	Kawanishi bombed to pieces in 60'. 250' north of intact Kawanishi

Provided by – Soggy Paws

31.5.3 Cruiser Reports

Sept. 2013: There is a building ashore about 400 yards north of the ship. It was a generator building and a radio facility. We found a huge 3-story building, plus several auxiliary structures. It was fun to poke around. There is no clear path from the shore to the building, but it's not hard to weave in between the foliage. The building complex is located at 05°59.20N / 169°43.14E

The village at Imejj is sleepy. There seems to be no generator or solar power, no cell phone coverage, and the whole town is dark by about 9pm. The people are friendly.

The seaplane hangars are pretty much scrap now. All that is left is the concrete pad and some iron beams on the ground. One of the villagers took us to where the Emily was supposed to be in the hanger. It is just pieces--barely recognizable (similar to those in the airplane graveyard at Taroa, Maloelap). Heading east, we found several larger concrete buildings in the jungle, a few gun emplacements on the windward beach. – Soggy Paws

32 Kili Island

Kili Island is part of the Ralik Island chain and has approximately 415 people living here.

The mayor is Tommy Irujiman Jibok whom you pay the Yacht Permit Fee of \$25.00 upon arrival.

32.1 Background and History

Kili Island has been home to many of the families displaced from Bikini Island. The local government has sought assistance from the U.S. government to relocate the population due to recent flooding and an airstrip that is often awash or muddy.

The flooding is due to sea level rising, repeated king tides and storm surges. Many of the people have been living with constant water in their homes. Visit www.infomarshallislands.com/atolls-a-l/kili-island/ for more info.

33 Namorik / Namdrick Atoll

Namorik atoll is part of the Ralik Island chain and has approximately 300 people living here. There are 2 islets around this atoll.

The mayor is Clarence Luther whom you pay the Yacht Permit Fee of \$25.00 upon arrival.

33.1 Background and History

Namorik's lagoon is enclosed with no pass for boats which means it is pristine and perfect for growing black pearls. This is the only place where black pearls are harvested. For more information, visit www.infomarshallislands.com/atolls-m-w/namdrik-atoll

34 Ebon Atoll

Ebon atoll is part of the Ralik Island chain and has approximately 469 people living here. There are 22 islets around this atoll.

The mayor is Almenon whom you pay the Yacht Permit Fee of \$25.00 upon arrival.

34.1 Background and History

Ebon is the most southern atoll which ensures it is always lush and green. For more information, visit: www.infomarshallislands.com/atolls-a-l/ebon-atoll.

35 Useful Marshallese Words and Phrases

Terms are from a document circulating among the cruisers labeled "Holokai's Marshallese Primer".

Meaning	Spelling	Very Phonetic Pronunciation
Hello	lokwe	Yok-way
Goodbye	Bar lo eok	Bar low yoke
What is your name?	Etam?	Eh-dam
My name is	Eta in.....	
Thank you (very much)	Kommol tata	Ko-mohl ta-ta
How's it going?	Emman mour	Emmahn more

How's is your life?	Emman ke am mour?	Emmahn-kay-am-more
Yes	Aet	aye-et (also after negative question)
No/don't	Jab	jop
I/me	Na	gnah
You	Kwe	kway
Come inside	delon	ray-lung
Sit down	jijet	jee-jet
You're welcome	kun jouj	gun-jooj (literally 'with pleasure')
A little	Jiddik	jittick
None/nothing	ejjelok	eh-jol-lock (and means 'throw out')
Come	itok	ee-tuck
Come again	kap bar ito	kap barr ee-tok
Wait	kottar	cut-tar (both t's are said)
Okay with you?	Emman ke ippam?	Em-mahn kay-ee-pem?
Understand?	Melele	muh-lay-lay
Do you understand?	Kwo melele ke?	Quo muh-lay-lay kay?
I'm sorry	ejjollok bod	eh-jol-lok bur ('throw out my mistake')
You're welcome	Kinjouij	Kin joo-jh
Beautiful (of things only)	aiboujouj	eye-boo-jooj
People		
Foreigner	ri-belle	ri-bellay
Marshallese people	ri-majol	ri-mah-jull
Friend	Motta	Mutt-tuh
Children	ajiri	ah-ji-ree
Woman	kora	kuh-rye
Man	Emman	(watch for difference between 'good' and 'man')
Good	Em man	Eh-m-Man
Good Looking man/woman	Lakatu/Likatu	Lack-ah-too / Lick-ah-too
Hard	bin	bin
Easy	pidodo	bi-ro-ro
Know	jela	jel-l

Happy	monono	muh-nuh-nuh
Relax/rest	kakkije	ka-key-jay
Sleep	kiki	key-key
I will	inaaj	ee-nohj
I'm not	ijab	ee-jop
Ride	uwe	ooh-way
Maybe	emaron	eh-ma-rohng (long'o')
Don't worry	jan inepata	jop in-eh-pot-uh
Good fortune/cheers	jeradman	jair-ahh-mun
No problem	ejjollok inepata	eh-joll-lock in-eh-pot-uh
Food and Eating		
Eat	mona	muh-nga
Hungry	kuli	
Delicious	enno	en-no (both n's distinct)
Chicken	bau	bow
Fish	ek	ick
Drinking coconut	ni	knee
Questions		
Where?	Ewi?	Eh-wee?
Who?	Won	one
What?	ta	tah
How many?	Jete	jet-tay
Time		
Return	rool tok	rawl-tuck
Next week	week in lal	week in lall
Day	raah	raahn
Night	bon	bohng
Afternoon	raelep	rye-lep
Today	rainin	rye-neen
Tomorrow	iliju	ill-ih-jew
Yesterday	inne	in-nay
Now	kiiio	key-uh
Soon	mottan jiddick	mott-ahn jid-dick

Outside Activities		
Lagoon	iar	yar
Swimming	tutu iar	too-too-yar
Fishing	eonod	eh-young-or
Coral	coral	(real word is too similar to 'lobster', just say 'coral')
Wind	koto	cut-toe
Ocean side	lik	lick
Sky	mejatoto	mehj-uh-toto
Ocean	lojet	low-jet
Waves	no	no
Big	kilep	key-lep
Small	dik	rick
Sailing		
When/if	ne	nay
Pull	kanke	kun-uh-kay
Push	iuni	you-knee
Hold	dapji	rep-ih-jee
Let go	kotoloke	cut-oh-lock-ee
Left (port)	anmiin	on-uh-ming
Right (starboard)	anmoon	on-uh-moon
Tie	lukoje	loo-ku-jay
There (place)	ijo	ee-joe
Ready	pojack	poh-jack
More/again	bar	bar
Do it/make it/fix it	kommane	kum-mun-nay
Enough	ebwe	eh-bwe
Done/finished	emoj	eh-mush
Open/unfurl	belok	pell-lock
Inside	ilaan	lonn
Like this	ainwot e	ein what eh
Numbers		
One	juon	jew-un

Two	ruo	roo-oh
Three	jilu	jee-loo
Four	emmen	em-men
Five	lalem	la-lem
Six	jiljino	jee-jee-no* (* Easier to pronounce
Seven	jiljilimjuon	jim-jew-un* than spelling suggests)
Eight	ralitok	rall-ee-tick
Nine	ratimjuon	rat-im-jew-un
Ten	jonoul	jung-ohl
Repairs		
Impossible	eban	eh-bahn
Off	kune	coo-nay
On/open (v)	kebbellok	This is word for 'open'
Dirty	ettoon	et-tone
Clean (verb)	karreo	ka-ray-oh
Help	jippan	jeep-peng
Need/must	aikuj	eye-khudge (both noun and verb)
Bad	nana	nahh-nahh

Other language resources:

<http://www.rmiembassyus.org/Marshallese Phrasebook.htm>

[Practical Marshallese](#), by Peter Rudiak-Gould

36 Cmap Chart Offsets for OpenCPN

My copy (Updated 2010) of the CM93 Edition 2 charts are quite off in the Marshall Islands. However, some of the charts are very detailed. So it is useful if using OpenCPN to apply offsets to make the Cmap charts somewhat line up with the Google Earth charts we are using.

The below is pretty techie stuff.

I make no warranty that these offsets won't put you on a reef.

Use this info with extreme caution. No guarantees!!

36.1 How to Apply Offsets in OpenCPN

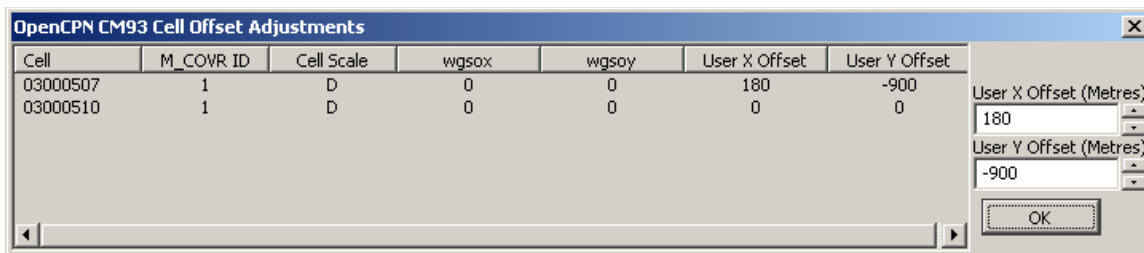
Unlike Maxsea, when you apply offsets to "correct" CM93 charts in OpenCPN, it shifts the chart, not the GPS position. (this is the right way to do it).

Here's a quick rundown on calculating the offset and applying it:

1. Drop a mark in OpenCPN on a prominent feature on a GoogleEarth chart for an atoll. (end of an island, or center of a pass, for example)
2. Turn off Chart Quilting (F9 key, or use the Settings Dialog). There are two easy ways to tell whether Chart Quilting is on or off.
 - a. If the colored ovals at the bottom of the screen have square corners instead of oval corners, quilting is off.
 - b. If you right-click on the CM93 chart (anywhere), the pop-up window will have an additional menu item "CM93 Offset Dialog"

Pressing F9 again will turn quilting back on.

3. Right-click on the CM93 chart and select "CM93 Offset Dialog". This pops up the OpenCPN CM93 Cell Offset Adjustments window:



Normally, if you are zoomed in, you will only see one line (the most detailed chart). Regardless, click on the line to highlight that line. Then enter the offsets in the box to the right. X offsets move the chart left and right. Y offsets move the chart up and down. As soon as you TAB out of the entry field, the offset will be applied. (Clicking OK also applies the offset, but also closes the window).

Keep fiddling with the offsets until the mark you dropped on the prominent feature on the GoogleEarth view, lines up correctly on the CM93 view.

4. Now check the offset in several other places on the chart. Often you will get it perfect in one spot, and it will be off in another spot. This is the nature of imperfect charts. Fiddle until you are happy with it... either the pass you intended to go in is dead-on, or you have an average view.

Notes:

See the OpenCPN help file for more info (there's not a lot in v3.2.2, but may be in the future).

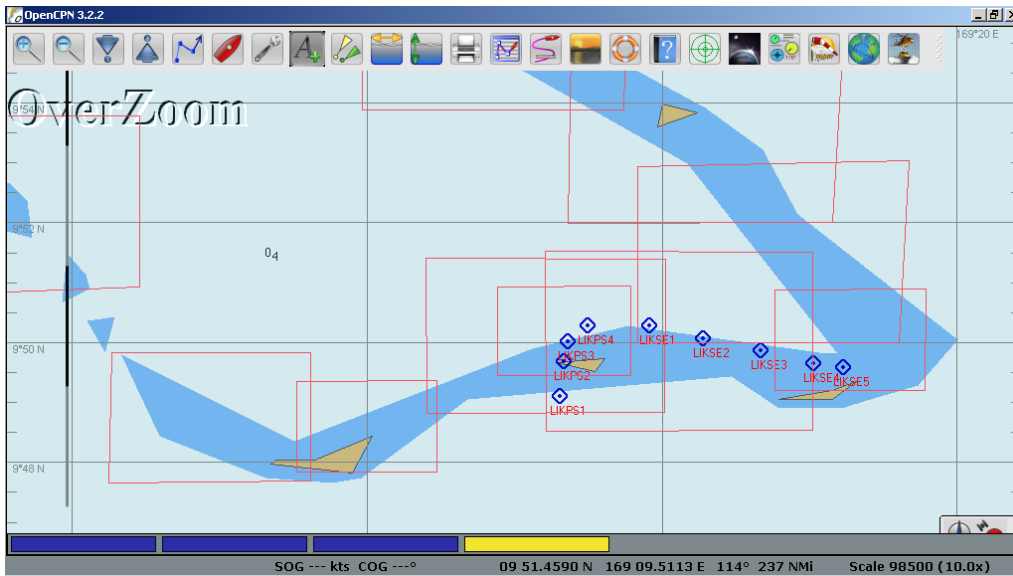
In OpenCPN, these offsets are, I think, saved in the CM93 folder in the OpenCPN folder in the Program Data folder (see the Help/About tab for where the log file is... that's where you'll also find a CM93 folder.) (ie where the layers folder is).

They appear to be saved in a file that is named the same as your CM93 chart folder name. Backing up this folder, AND keeping the same naming convention on another computer MIGHT allow you to transport these offsets to another computer. I haven't found any other way in OpenCPN to do so.

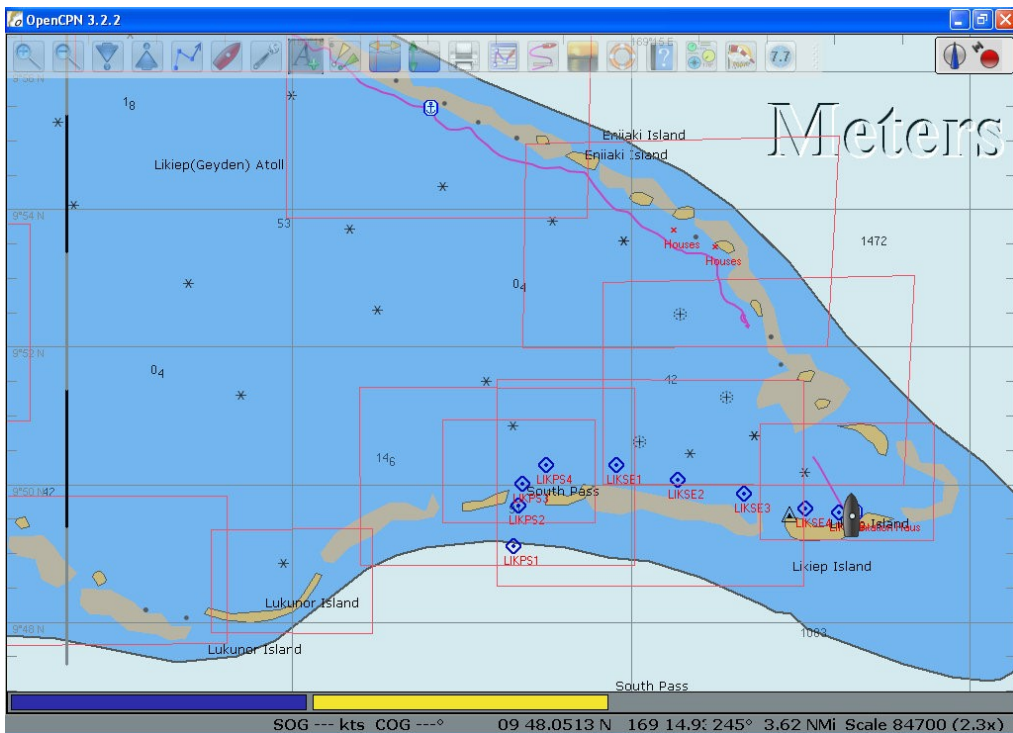
Warning: There are a LOT of different CM93 chart sets floating around. Offsets for a 2010 version of charts (what mine are) may not be appropriate for a 2011 (or 2005) version of charts.

Also, if your set of charts have been made from combined directories (ie copying an "update" into an existing CM93 directory, some charts may be there that are not in someone else's "2010" list.

Example: Below is a screen shot from the most detailed chart I have for Likiep Atoll on one computer.



And here is about the same view with the "same" chart set on another computer:



Note considerably more detail. This chart, 2940504, dated 2010-03-01, does not exist apparently in the "latest" 2010 chart set. (it also won't be displayed by Maxsea, even if it is present in the CM93 folder).

36.2 Offset List

I make no warranty that these offsets won't put you on a reef. Use this info with extreme caution. No guarantees!! USE YOUR OWN EYEBALLS and only navigate in reefy areas with good light!!

Place	Chart Cell	M COV R ID	Cell Scale	X Offset	Y Offset	My Chart Date	Comments
NE Marshalls	2940504	1	C				E of Rongerick
N Marshalls	3000480	1	B	-200	-750		Check
NW Marshalls ?	3000480	2	B				West of Bikini
Rongelap	3030498	1	D	550	-1400		Covers Rongelap & E Alinginae
Rongelap	3030501	1	D	550	-1400		Between Rongelap & Rongerick
Rongerick	3030501	1	E	200	-400		West Rongerick (Check)
Rongerik	0303050 2	1	E	200	-400		
Rongerick	0304050 1	1	E	???	??		Between Rongelap & Rongerick
Rongerik	0304050 2	1	E	200	-400		Rongerick Detail
Bikini	0303049 5	1	D	-50	-800		
Bikini	0304049 5	1	E	-220	-785		
Bikini	0304049 6	1	E	-220	-740		
Likiep	0294050 4	1	C	650	-210	2010-03-01	This chart missing in another copy of the CM93 (later 2010?)
Ailuk	0300050 1	1	D	180	-900	2010-05-03	Not perfect, but close enough

Wotje	0298051 0	1	E				Not off?
Wotje	0297051 0	1	D				Off, but not calculated
Maloelap	0294051 0	1	D	0	0	2010-05-03	Looks OK without Offset
Maloelap	0294051 3	1	D	-20	-165	2010-05-03	
Maloelap	0294050 4	2	C	500	500	2005-06-30	
Mili	0288051 5	1	E	0	0		Pretty much dead-on
Mili	0282050 4	1	C	-250	-150		Note diff offset at Jaluit!
Jaluit	0282050 4	1	C	400	0		Note diff offset at Mili!
Jaluit	0287050 8	1	F	775	-340	2009-05-12	Does not exist in the 2010 chart set
Jaluit	0285050 7	1	D	200	200		Near Jabor?
Jaluit	0285050 7	1	D	-100	-100		Near Imeij and west to Devastators
Jaluit	0288050 7	1	D	-100	-100		Northern half of Jaluit
Namu	0282050 4	2	C	-400	-500		
Namu	0294050 4	3	C	-750	-400		



37 Outer Island Entry Permit

Republic of the Marshall Islands



MINISTRY OF INTERNAL AFFAIRS

Post Office Box 18 · MAJURO · MH 96960
Telephone: (692) 625- 8240 / 8718 Fax: (692) 625-5353

Outer Islands Entry Permit

Permission is hereby given to _____ to enter the jurisdiction of _____ . This said vessel is registered at _____ and the registration number is _____. This permit is for visiting, touring, and sightseeing purposes only.

Restrictions:

1. Going ashore on any uninhabited island without the consent of the traditional landowners shall be considered trespassing: In order to have access to any uninhabited islands, one must first get the authorization from the proper owner or owners of island before going ashore. (See people in the community for more information).
2. Fishing: All types of fishing is prohibited anywhere within the atoll's five economic zone without first obtaining the authorization of the Atoll's Local Government.
3. On land or under water tour of historic or cultural sites: Please consult with HPO Office.

On Board Are:

Names(s)

Occupation

This permit authorizes the named vessel or yacht to enter the designated atoll and no other atolls in the Republic of the Marshall Islands, and it is valid for a period of _____ week(s) effective on the arrival date _____ and ending on _____. This document must be disclosed to the appropriate Local Government authorities immediately upon arrival.

Fee of \$ _____ dollars is assessed upon arrival.

This granting of permission is based on the mutual agreement between the Ministry of Internal Affairs and _____ with respect to the Atoll Marine Zone Regulation Ordinance.

Captain: _____

Date: _____

IA Official: _____

Date: _____