

“Mr John”

in the

MARSHALL ISLANDS



In the fall of 2010 we headed north to the Marshall Islands to escape the South Pacific Hurricane Season; this was the second time we'd visited the Marshall's having done the same routine in '98'.

There were some changes since our last visit; some good, some bad. I will try to stick to the facts here and let you evaluate whether this destination is suitable for what you want to achieve, however I should just mention that this was the period when "the troubles" took place, at least for the most part; there were several boarding's and robberies which came to the attention of the Yachting Press.

Majuro now rates as a dangerous place to take your boat.....I was there and I'm not so sure; thus I will lay it out for you to judge.

POSITIVE POINTS:

Getting to the Marshall Islands from Fiji was fairly easy for us as we were mindful of the weather and arrived before the onset of the NE Trades.

Majuro is sheltered from the East, Very little swell gets in except at HW when it may come over the reef. It provides safe mooring or anchoring in normal Trade Winds from NE to SE.

The available moorings off the town are quite cheap and are aimed at long term rentals.

Whilst there have been some boarding's and robberies in this area, most have happened to unattended yachts and almost all have occurred at night; by observing normal precautions and not going ashore late into the evening, it is unlikely that any problems would be experienced.

There is actually no need to spend time in Majuro, or at least not moored off the town; there are some very nice FREE moorings provided at two of the outer islands inside the lagoon, one only four miles away. The ambience of these moorings is much better with good swimming, snorkelling and even a walking trail.

The nearest of the other Marshall Islands (that you'd want to do) is only sixty miles north, usually tackled on a slow overnight but maybe possible in a day. There are a good number of islands to the north and NNW of Majuro, which make them a nice reach in the NE'ly trades.

The Post Office is very good and will keep mail for you whilst you are away visiting the outer islands.

We found the mail system first class, especially when having items sent in from the US. Others had items shipped in, sometimes saving a considerable sum by not buying locally. Shipping took two months so would have to be arranged in advance, whilst Priority Mail was always less than two weeks.

The further north you go, the drier it becomes....getting away from Majuro therefore has other advantages but take plenty of water and stores with you as neither are available in the islands.

\$50 is not a great deal to pay if you are going to be in a particular lagoon for a couple of weeks. Our \$25 for Maloelap seemed reasonable once we found a moderately good anchorage.

It may be possible to stop at some of the islands after you have cleared out for your next destination (although you would still need a permit before going and still need to pay whatever the dues were).

The Lagoons of the Marshall Islands are for the most part easy to get in and out of and have much fewer coral heads to worry about than many other groups.

Fishing, even inside the lagoons, can be very rewarding and there are said to be some world class dive sites available for those with tanks.

There are also some world class Surfing Sites in the Marshall's, apparently some well kept secrets for those in-the-know in the surfer community.

Apart from the Hardware stores there are a couple of largish Supermarkets in Majuro where there are a fare selection of

American tinned goods and food stuffs; it would be possible to store up for an extended voyage here.

It is possible to get flights out of Majuro to the US and it is even better if you are having people come out to join you or visit.

NEGATIVE POINTS:

If the NE Trade Winds have set in, getting to Majuro from the south could be quite difficult, it is best to arrive well before 'Thanksgiving'.

It rarely seemed to stop blowing and the small sea kicked up made it difficult to work from the dinghy; many times, even getting to shore was difficult and whilst doing so we would often be caught in some drenching squall. There was also a lot of traffic to and from the fishing fleet anchored in then bay, this would cause some quite large wakes.

During our visit the winds went westerly on three occasions but fortunately did not blow with any great force. This is not unusual and westerly winds must be expected on occasions in this area; if they do decide to blow with force the Majuro anchorage and mooring area could quickly become untenable and even dangerous. For this reason alone it would be most unwise to leave a boat here unattended

There are no guarantees with any of the moorings and boats have broken adrift from them before. They are in quite deep water and most of us do not have the ability to check their condition.

In the nine months leading up to February of our visit, no less than ten yachts were boarded, broken into, ransacked or cut adrift. It may well be that Majuro was having a limited period of problems and that this situation is now resolved but history shows that there have been problems prior to this and even boarding's where the occupants have been assaulted (see Newspaper article posted

earlier). This may be a second reason to not want to leave your boat here unattended.....

The free moorings at Enemanet and Eneko Islands within the Majuro lagoon are exposed once the wind goes south of southeast and it seems to do that quite frequently with heavy squalls. This then puts you very close on a lee shore and several boats had to bail out, sometimes in the middle of the night and return to the mooring / anchoring area.

Going 'out-island' requires some thought, for instance, a visit to Jaluit (\$50) would leave you one hell of a beat back to Majuro.....I wouldn't recommend getting too far to leeward if you are returning to Majuro.

There is a counter-current that runs eastward, usually just to the north of Majuro but it may be experienced as far south as Mili and as far north as Maloelap..... This can cause a very uncomfortable short sea when it stacks up against the fresh trade winds. People have tried to use this current to take them eastwards.....I don't know of anyone who was really successful without motoring!

The Lagoons of most of the Marshall Islands are made up of mainly reef and few islands, so at high water the swell gets in and it can be quite uncomfortable for a few hours. Most of the anchoring is in deep water or none sheltered parts. Getting shallow in any lee usually had you much to close to a village, we preferred to take the discomfort and anchor away from the villages.

After forking out my \$25 in Airik I was somewhat taken aback that any contact with the locals always resulted in a request that we fix something or supply some part.....as they had absolutely nothing to offer in exchange, this seemed a little one-sided.

Getting us to go on a Lobstering expedition was just a ruse to get us to supply batteries, the few lobsters that were found were both small and expensive BUT I have to admit they did work hard for them!

The Supermarkets are full of roaches and any stores taken must be carefully inspected. Fresh vegetables were scarce and mostly in a very sorry condition for a very expensive price.

If you are coming this way from Fiji, you are eating out of tins from when you leave to when you get back. Even if you go west, there is little until you reach the western edge of the FSM.

Solar Panels were cheaper in Tarawa than in Majuro..... you have to do your homework on anything you are going to buy locally.

Haul out is only available by crane and the yard where they sit the boats didn't look very appealing....not a place I'd want to put my boat ashore but in an emergency it could be done. Several local boats haul there on a regular basis and rates improve when a number of boats haul together.

MAIL.....

From the USA.....Use Priority Mail only:

Name of yachtYacht in Transit

Name of Master

General Delivery

Majuro (Main Post Office)

Republic of the Marshall Islands

MH 96960

We had Cameras, Kindles and all sorts of kit sent..... it all arrived without a problem.

ARRIVAL DETAILS

Arriving in Majuro is very simple and is assisted by an easy entrance, well marked and much used by large Tuna Boats and Commercial Shipping; I would not hesitate to do this one at night in most conditions however there are more dangers as you approach the mooring area, in particular watch out for long floating lines from partially submerged moorings!

Officials work Monday to Friday 8am to 5pm otherwise there is an overtime charge (\$150++)....

The locals and 'resident' boaters go out of their way to be helpful, get you on a good mooring, arrange Customs at the dock etc. You can call on VHF before arrival or make contact by e-mail and SSB.

There is a morning NET..... The YOKWE NET on 6236 kHz at 07.45 Local Time and again in the evening at 18.00 Local Time.

They will also pass on your ETA to the authorities if you ask

Locally yachts use VHF 68 for hailing and then switch to 74.... there is a lot of commercial traffic on the VHF (The Tuna Boats are very busy!) so you should limit chatter on the radio.

The Mico Beach Yacht Club (MBYC) has a very good site on the internet which is full of useful information.

As with most places these days, there is a requirement to send a PRE ARRIVAL NOTIFICATION email at least 72 hours before arrival. Send to the Port Captain at rmipa.seaops@ntamar.net. and cc the Customs office at mhcustoms@ntamar.net asking for confirmation of receipt of the email.

Generally, arriving yachties are automatically given a 30-day visa with the possibility of extending for 60 days.. Visas are not required for United States, United Kingdom, members of the European

Union, Federated States of Micronesia, Palau, and Pacific Islands Forum countries including Australia and New Zealand citizens. Citizens of all other countries will need to obtain an entry visa before travelling to the Marshall Islands. All other visitors must also currently pay \$25 for a 3 month tourist visa and \$50.00 for a business visa. All visitors must hold a valid passport. For stays up to 30 days (extendible for up to 90 days from date of entry), all visitors must possess sufficient funds for stay and possess an onward air or sea ticket or sufficient funds for such ticket. A departure fee of \$20 U.S. (those over age 60 exempt) is required.

The officials are pleasant and easy-going, they may or may not come out to the boat and don't seem overly concerned about anything. Welcome to the Marshall Islands, where 'Manana' is a 'rush-job'!!!

Warning: don't try to change that, those that did left unhappy!



We used Open CPN and the CM93 charts, they were spot on and I never heard anything bad about any of the electronic charts here. You would really have to TRY, to hit something with a yacht here...

It can be a good stiff beat down the lagoon to the moorings at the eastern end. Once, when it was blowing strong, we had to crawl up the northern shore and hang off a mooring at Enimanet awaiting calmer conditions (but we are a small boat, bigger boats could just motor strait down.....).

There are two mooring fields off the town, the North and the South; these have a limited number of buoys in them so you may want to book one in advance. The Northern field mainly belongs to RRE (Robert Reimers Enterprises) who run a 36 room Hotel close to 'Shoreline' and other Tourist Facilities. Check out: www.rreinc.com, rreadmin@ntamar.net or colettereimers@gmail.com....Colette runs most of the show and will be found in the office of the Hotel.

Most of the Southern Field (but not all) comes under Matt Holly (625-455 5567), we took one of his and were very satisfied. Matt has a yard where the two old Inter Island Traders are being broken up on the foreshore. There are other owners of moorings so you have to double check who's you are on!!!!

Most yachties will, for the most part, use the 'Shoreline' area to get ashore...This is where you'll have to go and pick up officials when you clear in. It can be a bit crowded at times although they were improving facilities when we were there....

Long painters and stern anchors would help things but it can be a scrum when the local boats want to use the dock.

Look for the wind turbine to locate the ‘Shoreline’ area.



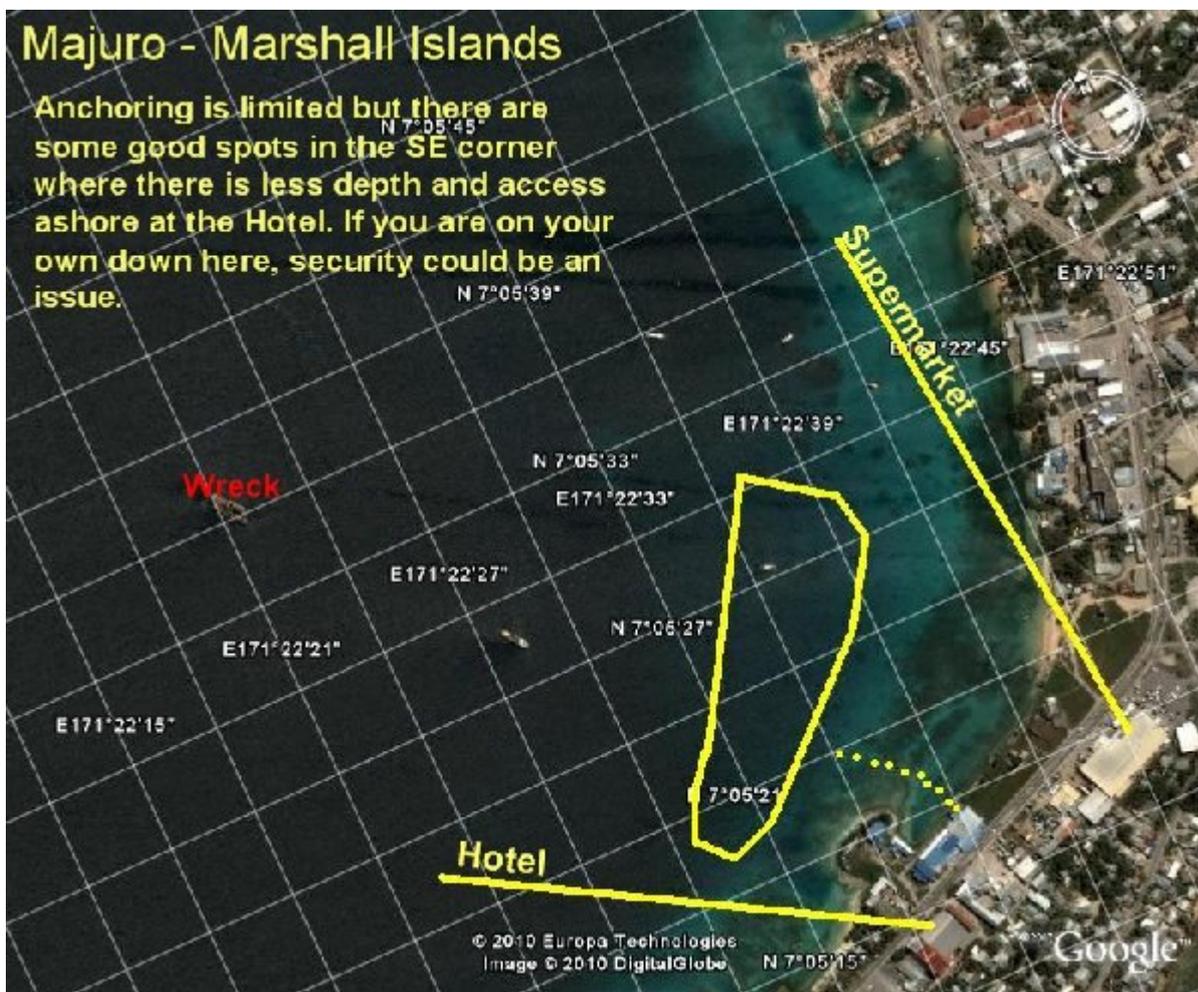
Shoreline and the dinghy dock



Gets a bit tight at times



You could anchor where indicated, the Hotel lets you use their dock if you give them a little business, they have WiFi here and you could pick it up on board. It is convenient for the Supermarket and the 'Do it Best' hardware store. If you are having a 'sundowner' or Pizza (good value) at the Hotel, you can sit and admire your boat. Otherwise I would be a little careful, especially at night. Weekends you may get kids swimming out, not with intent but curious.....best not tempt them by leaving 'stuff' around.



Ace Hardware , just a few yards from the dinghy dock







Ace Hardware has all you need but ‘Do it Best’ sometimes has items that Ace is missing; also ‘Do it Best Larry’ will order you stuff from the US.....I got 360 feet of 1x9 Stainless Wire off him at a much better price than Defender.....

Upstairs is The Captains Table, part of RRE.... Lunch is good and the beer is not too expensive, they also have Computers and WiFi.

A selection of supermarkets carry essential items and it is possible to store up at a reasonable cost.....

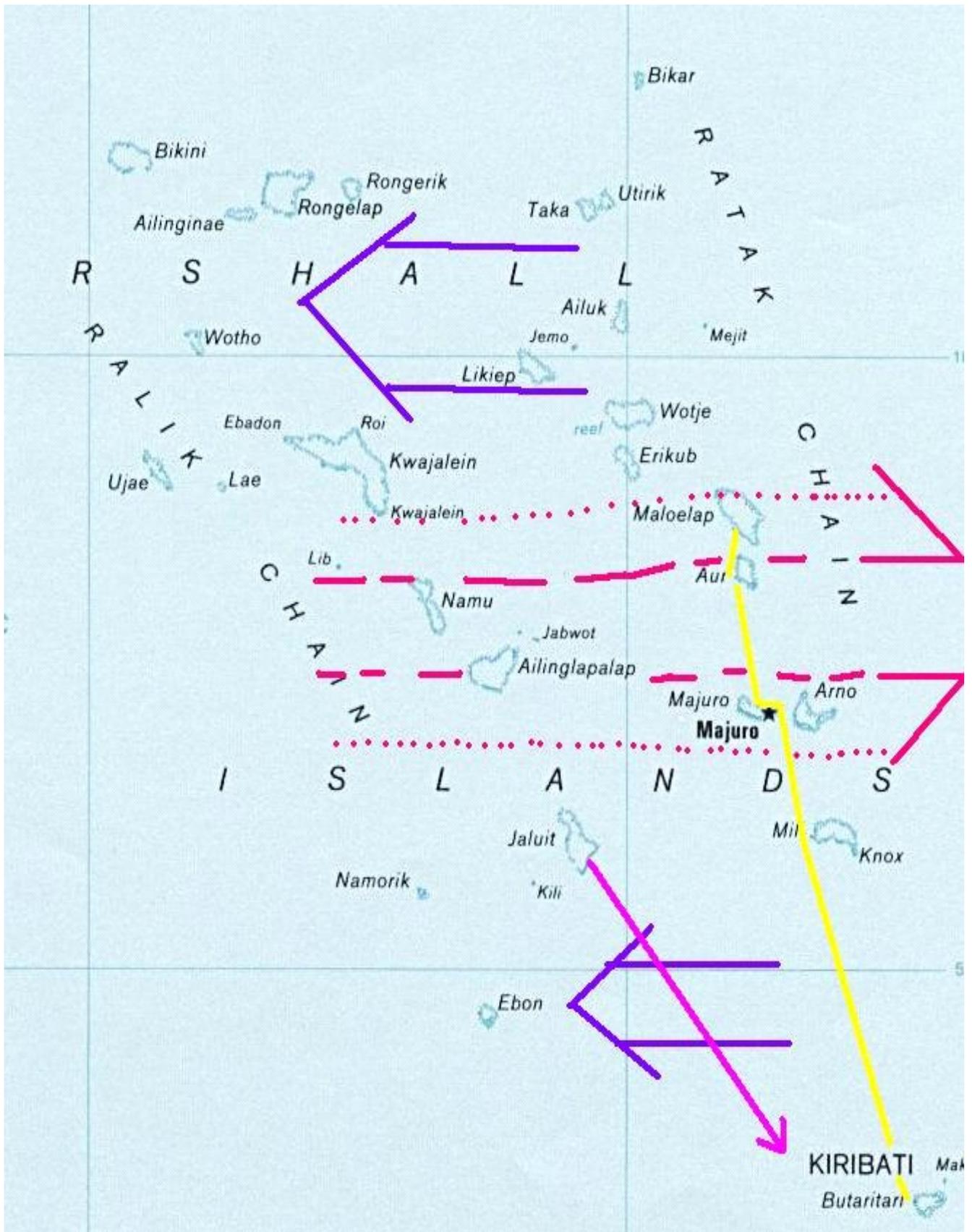
Fresh foods however, leave quite a lot to be desired!
See pictures below.....



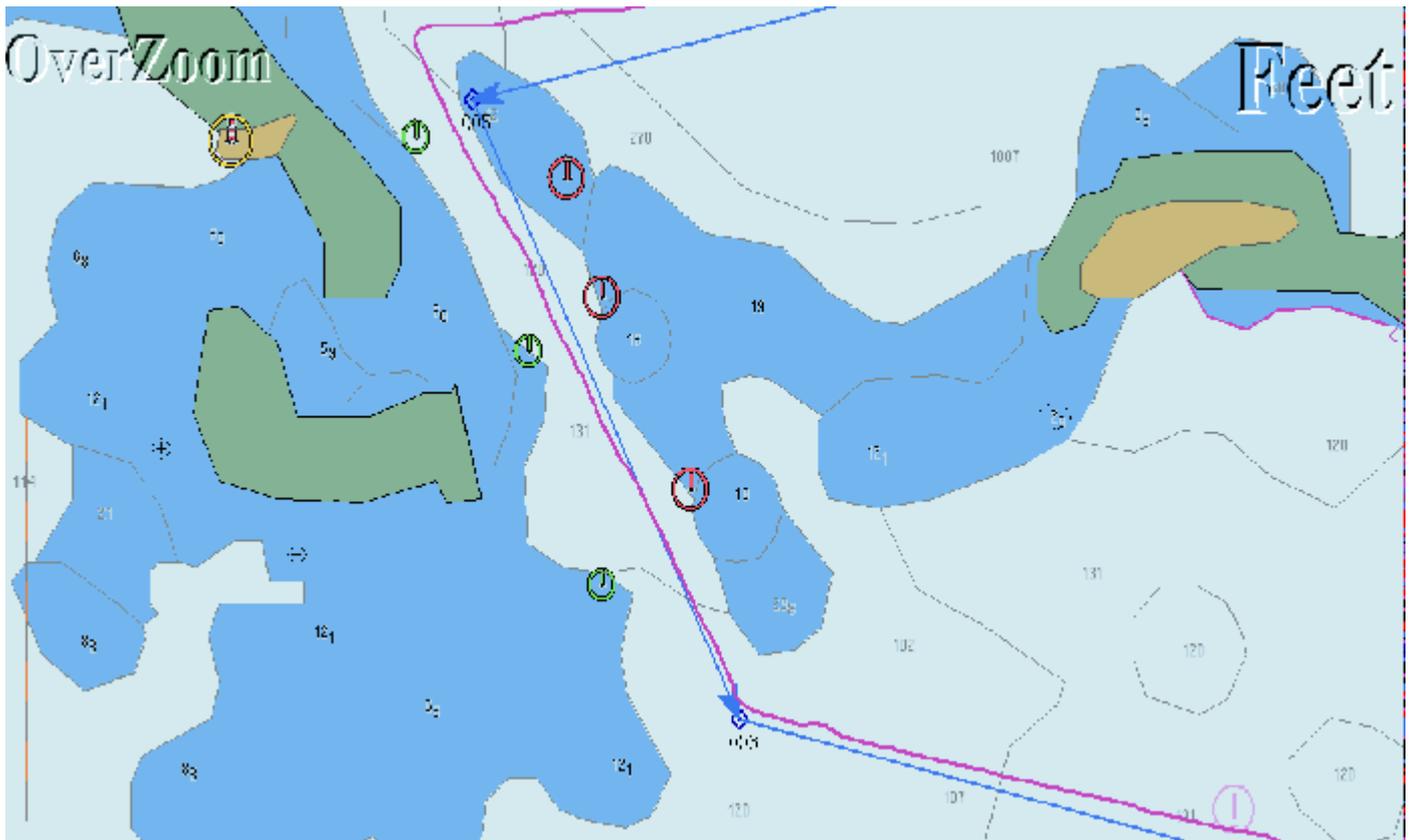
Getting out and about

Apart from the fact that the ITCZ runs right through the middle (and the middle seems to be over Majuro), this area is not too difficult for sailing, the islands are well spread and there are few other dangers between them...

If you just reach up and down the Ratak Chain and don't get too far to leeward, a return to Majuro should be achieved without difficulty; however on approach to Majuro you may have unpredictable squalls and, especially when coming down from the north with a nice NEly, the wind can swing around giving you a stiff beat for the last twenty miles or so. Always stand to windward of your rumb line.



Entry into Majuro Lagoon: The Inner Starboard Mark (western side of channel) wasn't there... but it was all very easy and the marks showed up well on our small Radar. The buoys come and go and the lights may or may not work....

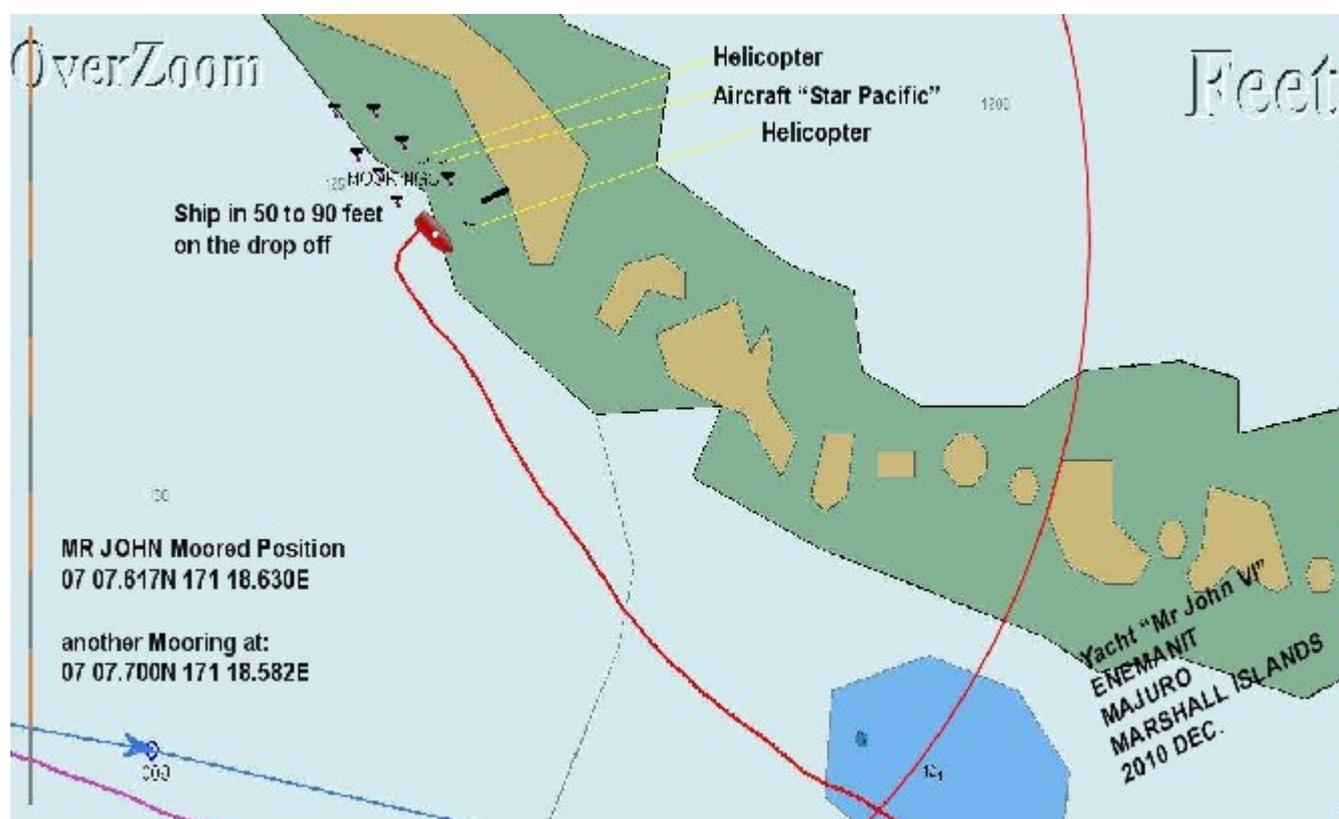


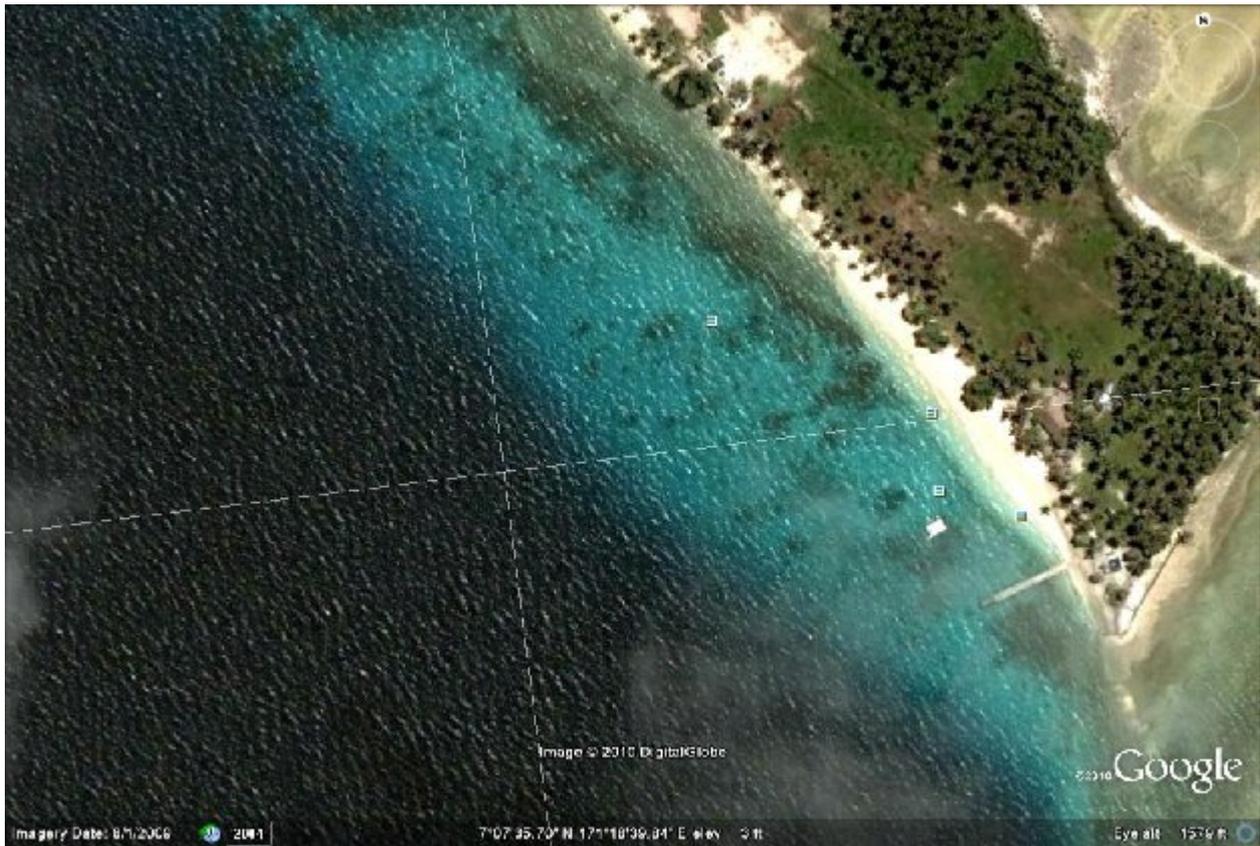
The moorings at Enemanit were only a short distance from the 'downtown' mooring field.....it was a nice change with clean water for swimming and some nice stuff for the divers. The Coral was good and there were plenty of fish. It gets a bit crowded at weekends when the locals come out but during the week you can find solitude.

If you didn't need the services of town, you could hang here and only go over to town for shopping...

Then, if you head up island to see life in the outer lagoons, you may get a more favourable impression than if you hang around off the town.

Enemanit.... a great spot to relax with some free moorings provided





Eneko also has some free moorings, better coral but not as protected as Enemanit.



Going Out-Island

An Entry Permit is required for each atoll to be visited. These forms are obtainable from the Local Government Office in the Ministry of Internal Affairs. Fees for these permits vary from free to

US\$250.. *Ministry of Internal Affairs*

2nd Floor, Local Government Office, (next tp Mobil Oil tank farm)

Tel:692 455 4143 You only pay when you arrive in each island so make sure that you have all the permits you need before going...They are Free until you actually use it


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 SY. "MR JOHN VI" to enter the jurisdiction of AILUK ATOLL. This said vessel is registered at Ramsay IOM-UK and the registration number is SSR 128780. 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 HPD Office.

On Board Are:

Names(s)	Occupation
<u>JOHN WOSTENHOUSE</u>	<u>MASTER MARINER</u>
<u>PAULA WOSTENHOUSE</u>	<u>ACCOUNTANT</u>

This permit authorizes the named vessel or yacht to enter the designated atoll and not other atolls in the Republic of the Marshall Islands, and it is valid for a period of FOUR week(s) effective on the arrival date 1st FEB (2011) and ending on 1st MARCH (2011). This document must be disclosed to the appropriate Local Government authorities immediately upon arrival.

Fee of \$250.00 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: Amulaban Wae Date: 24th Jan 2011
 IA Official: Angela Felton Date: 1/25/11

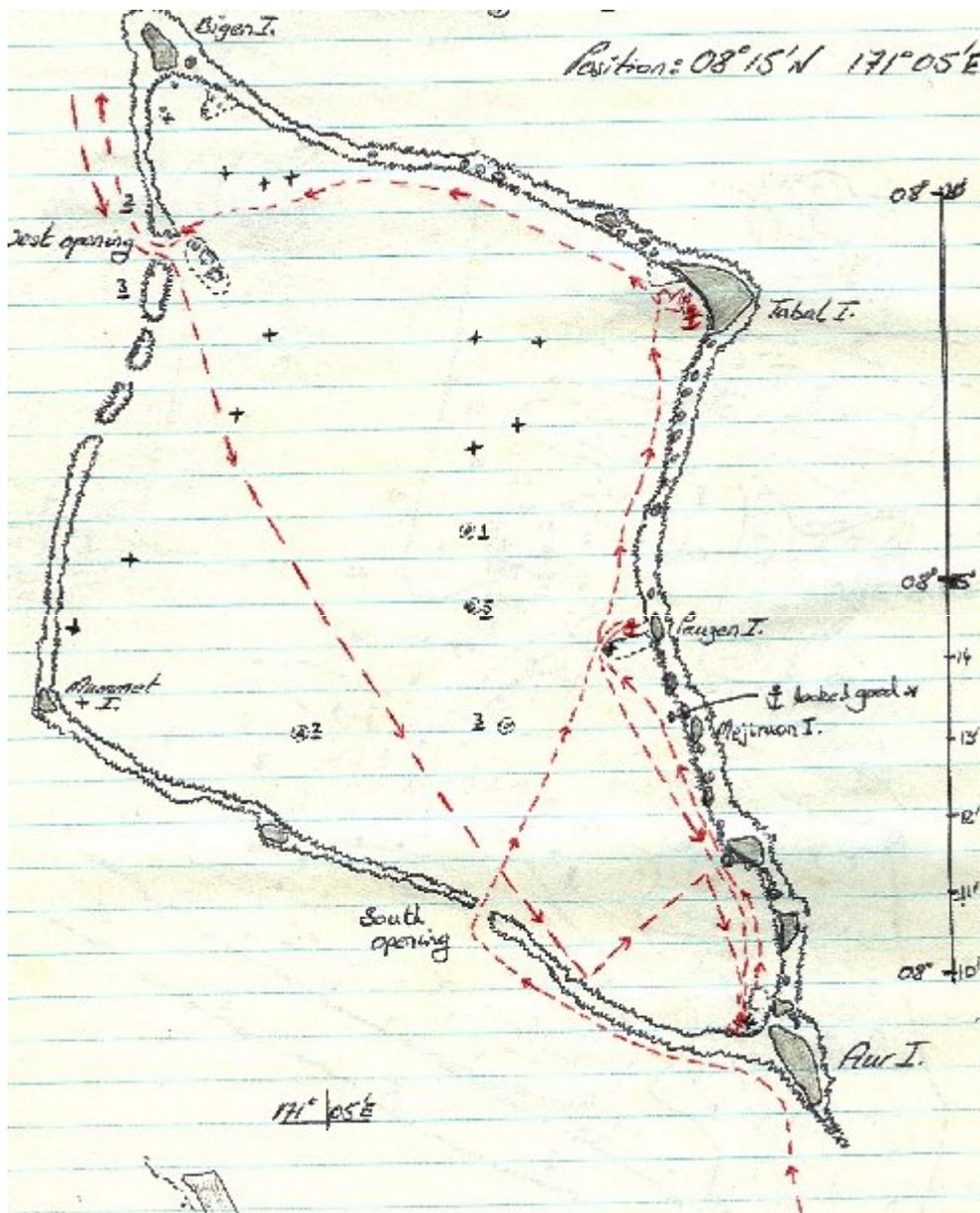
LAGOON FEES: these may be subject to change

Ailinglaplap	\$25.00
Ailuk	\$25.00
Arno	\$150.00
Aur	\$25.00
Ebon	\$25.00
Enewetak/Ujelang	\$25.00
Jabat Island	\$25.00
Jaluit	\$50.00
	\$25.00
Kili/Bikini/Ejit	except Bikini
Kwajelein	\$25.00
Lae	no entry fee
Lib Island	no entry fee
Likiep	no entry fee
Majuro	\$25.00
Maloelap	\$25.00
Mejit	\$25.00
Mili	\$25.00
Namorik	\$25.00
Namu	\$25.00
Rongelap	\$25.00
Utrik	no entry fee
Wotho	no entry fee
Wotje	\$25.00

A visit to Aur Atoll

From the Pass at Majuro to the South Pass on Aur is about 61nm almost due north and if you get away early enough, most boats can make it in a day. Doing a slow overnight is an option, however an early morning arrival puts the sun right in your face and you can't read the water till well after breakfast!

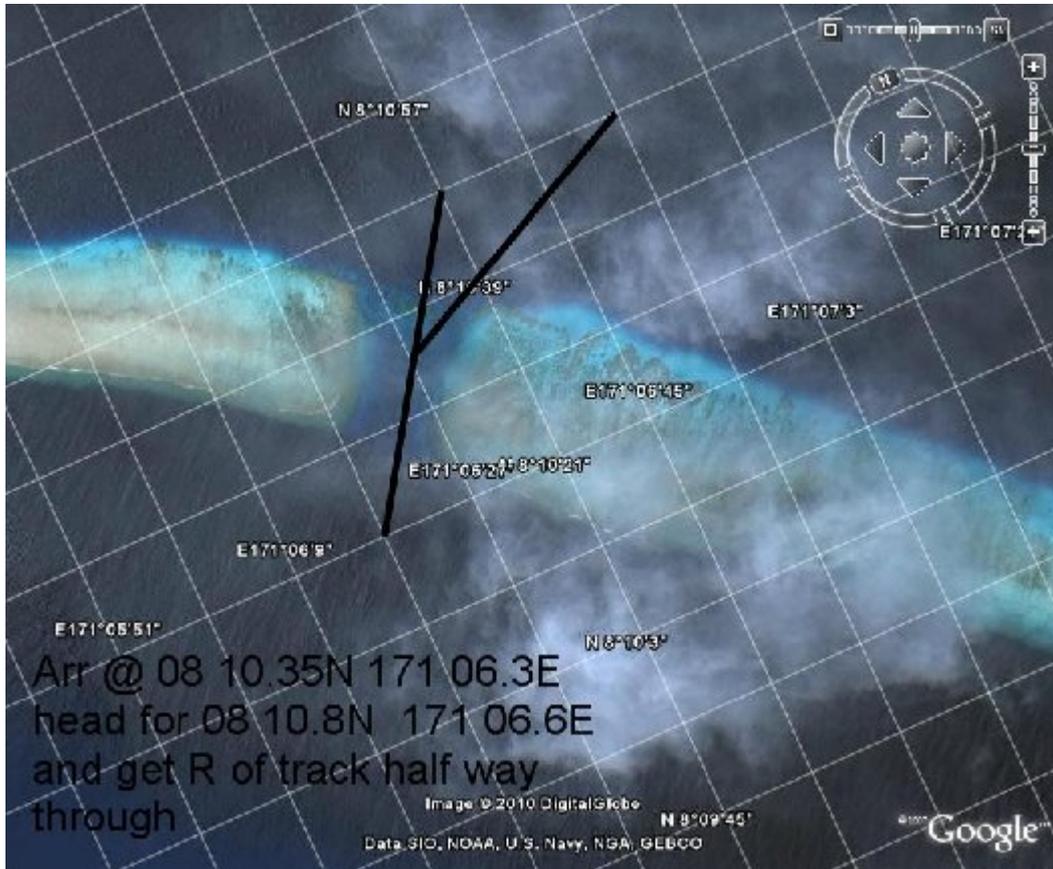
Whatever, the south pass is very strait forward and drafts less than seven feet would have to work hard to hit something. Once inside, your first anchorage is Aur Island as it is here that you need to take your permit (That may change in time... Check before departure).



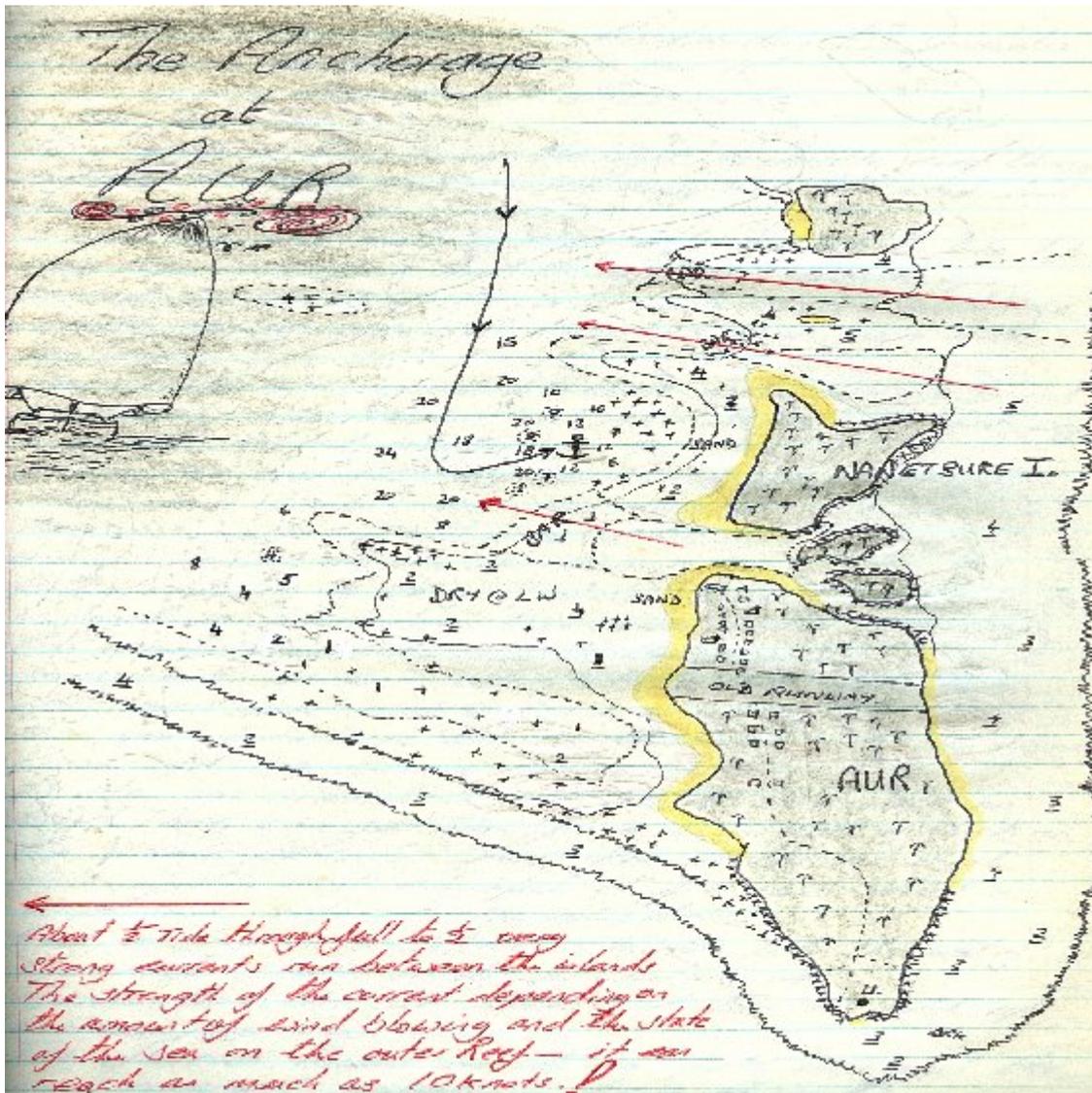
When you get half way through the pass you can move a little starboard of the line for the deeper water....if you forget, you still won't hit anything!

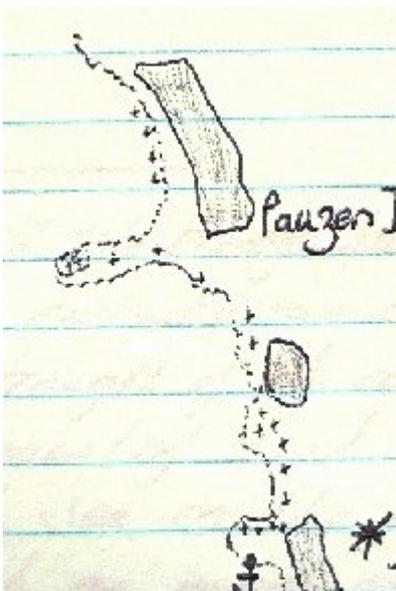
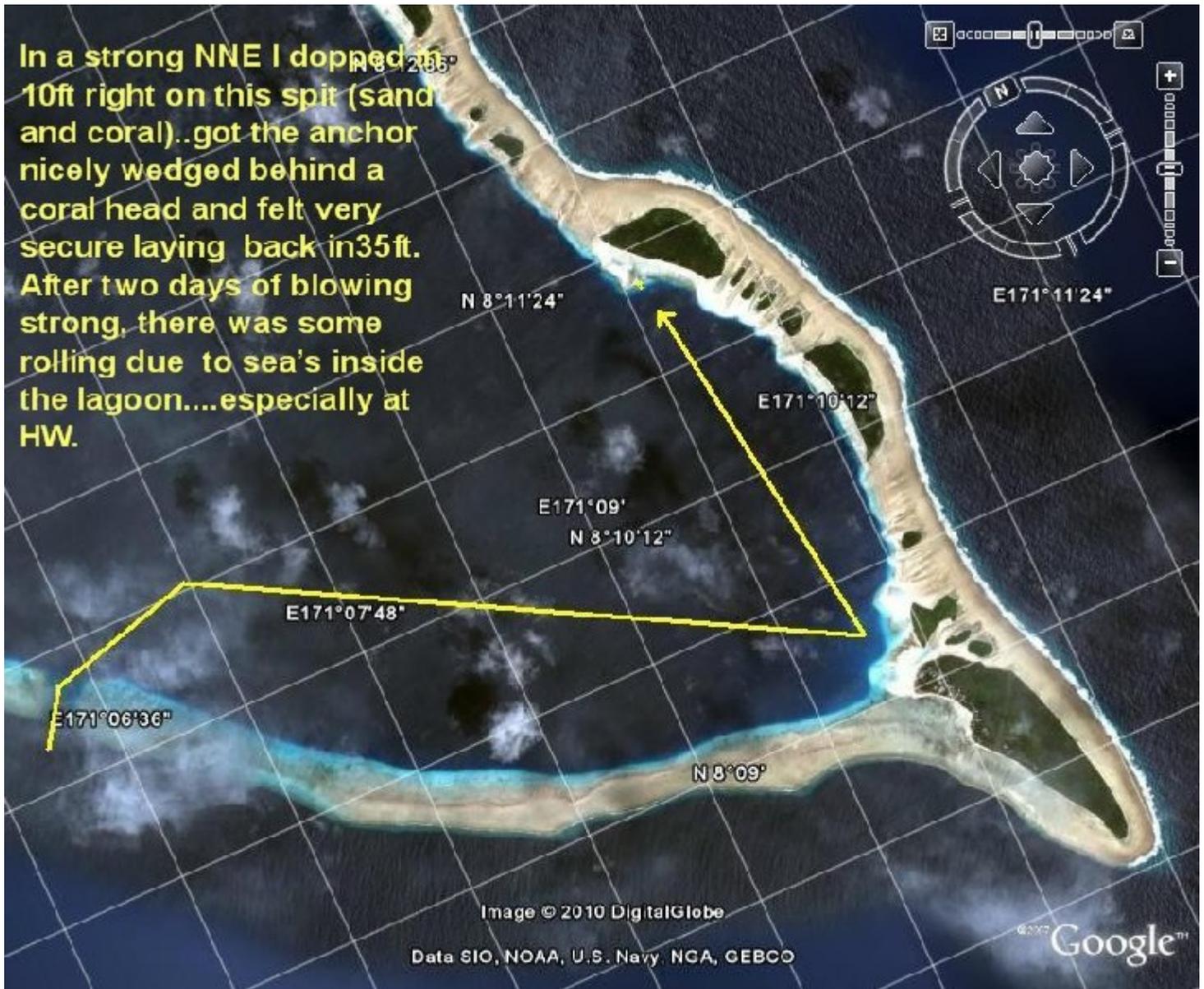
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Once inside, you can proceed towards the anchorage, there are one or two isolated coral heads so you should be watching, everything is quite clear and I personally did not see anything I could hit with six feet draft. The anchorage here is one of the nicest in the whole group, there are however, some strong currents, so caution is needed when swimming / snorkelling.





You could just stay in Aur and you'd have a good idea of what happens in all the other outer islands without the hassle of actually going there. However, Aur is still well south and does suffer the same ITCZ crud that Majuro gets (though a little less)

When the wind goes NNE (and further) you may have to quit this anchorage and take

shelter up the north end of the Lagoon. Fortunately, in this atoll, it is not so far and there are less hazards along the way than in many of the other lagoons.

I found a fair anchorage just north of the spit off Pauzen....and the second island south of there looked to have a nice sandy spot but I never got to try it out.

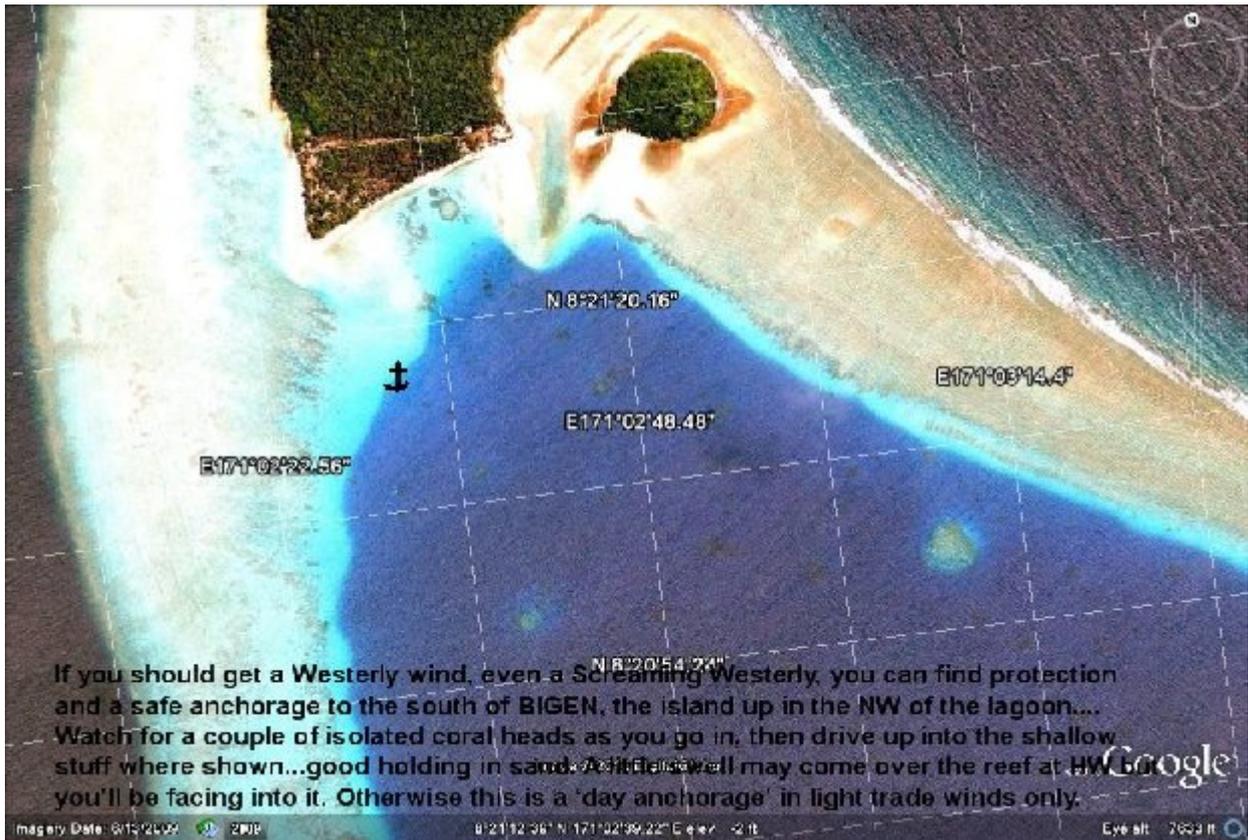
From Aur to Tabal Islands, stay fairly close in and you will be rewarded with some good fishing.



The above sketch is a result of my snorkelling and sounding from my canoe..... check it out against the GOOGLE shot below and you will see a few slight differences, Mainly you can get a feel of the scale..... 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.

Tabal is a fairly wealthy as far as villages go, it is quite 'up-market' when compared with some of the villages you'll visit in other islands. There are some WWII leftover's and you may get some of the kids in the village to point them out; however, what I saw was hardly worth the effort.....





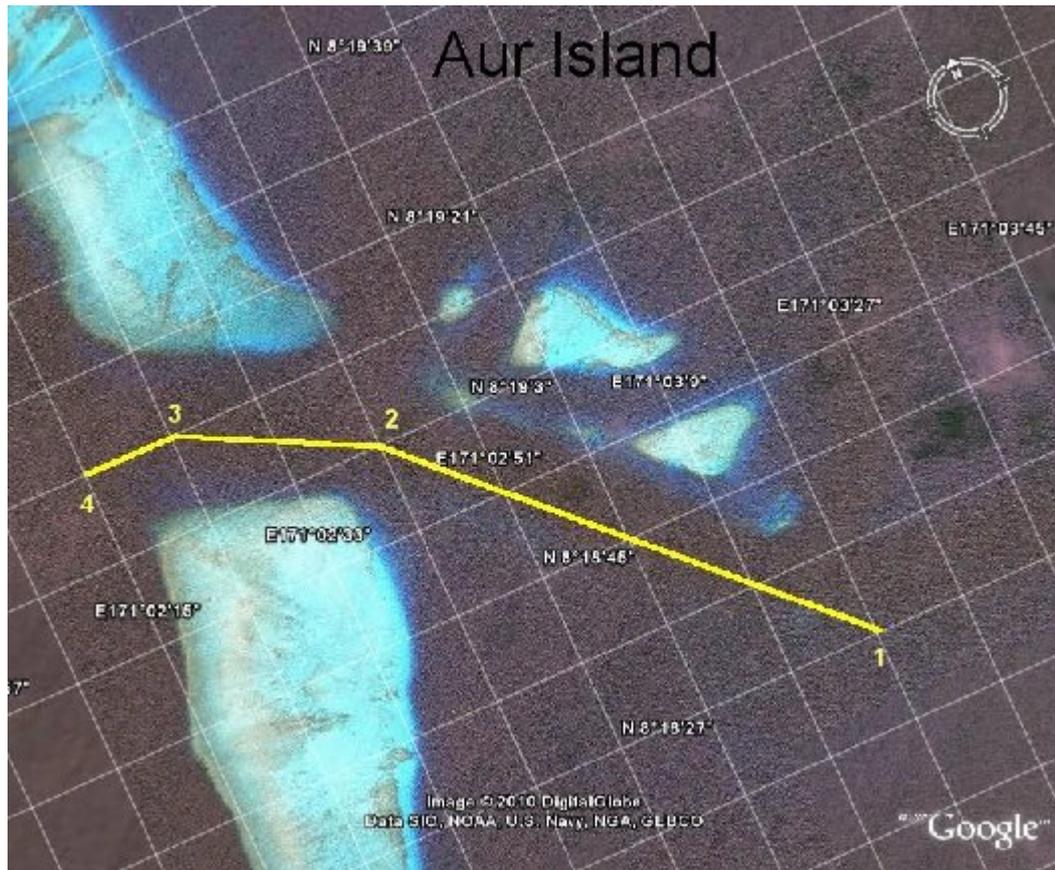
Tabal to Airik in Maloelap is about 23 miles so if you leave at 1000hrs to arrive about 1400Hrs you'll have the sun over your shoulder on both passes.....

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.

You can also use the northern route but I found there was less to hit on route to and from Tabal whilst using the southern route.....

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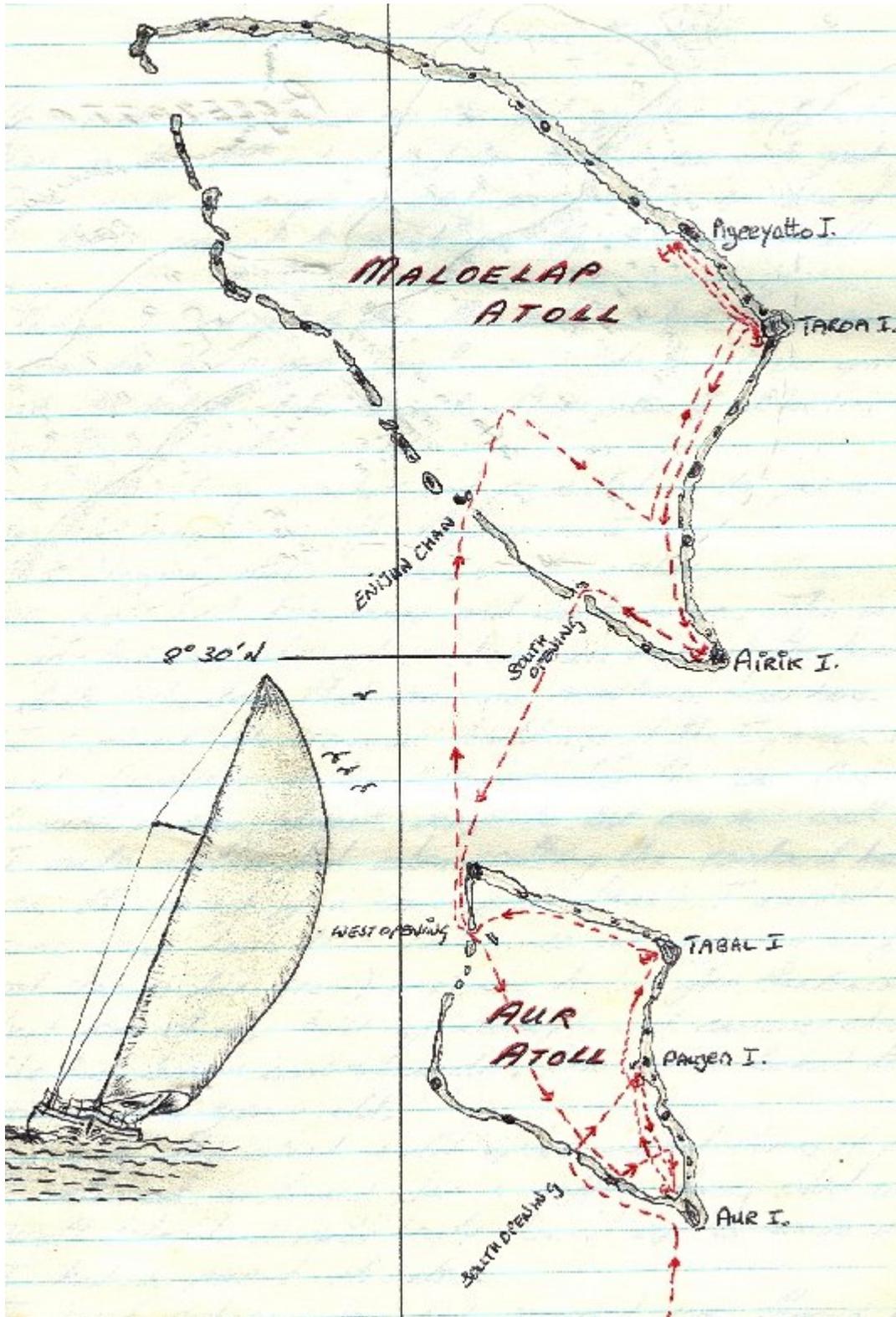
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1: 08 18.45N 171 03.30E
 2: 08 19.05N 171 02.70E
 3: 08 18.20N 171 02.40E
 4: 08 18.20N 171 02.25E

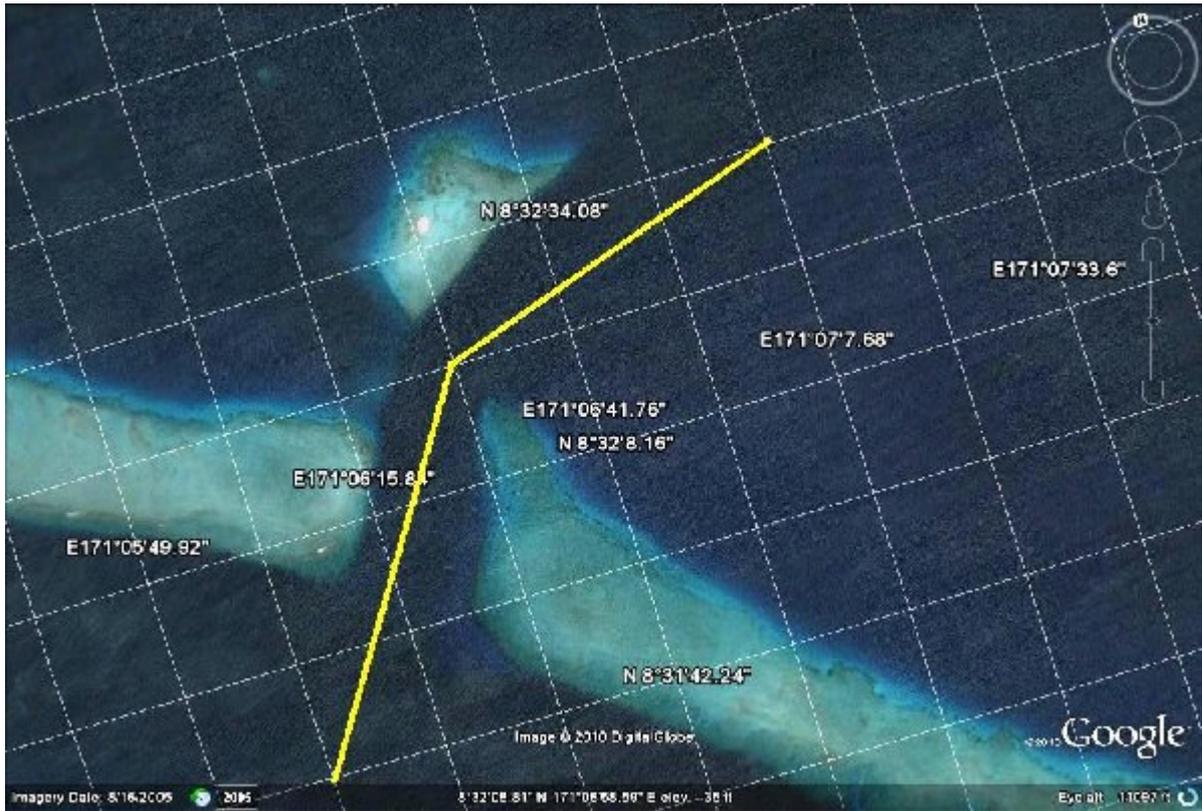
A visit to Maloelap Atoll

24 Miles will get you from Tabal to Airik in Maloelap, if you leave about 1000hrs, you'll have the sun behind you in both passes...
Thought you'd like to see what we drew in our Log Books back in the 80's, before GPS and computers on cruising boats.....times have changed!!!



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SOUTH PASS ENTRY.....

001: N8 31.729 E171 06.096

002: N8 32.154 E171 06.380

003: N8 32.344 E171 06.539

004: N8 32.394 E171 06.718

005: N8 31.703 E171 08.089

As you line up to enter through the South Pass the clearly defined Sand Island will be visible ahead and slightly to port. This Sand Island is most visible at LW but is still a good marker at HW. and in reduced visibility.



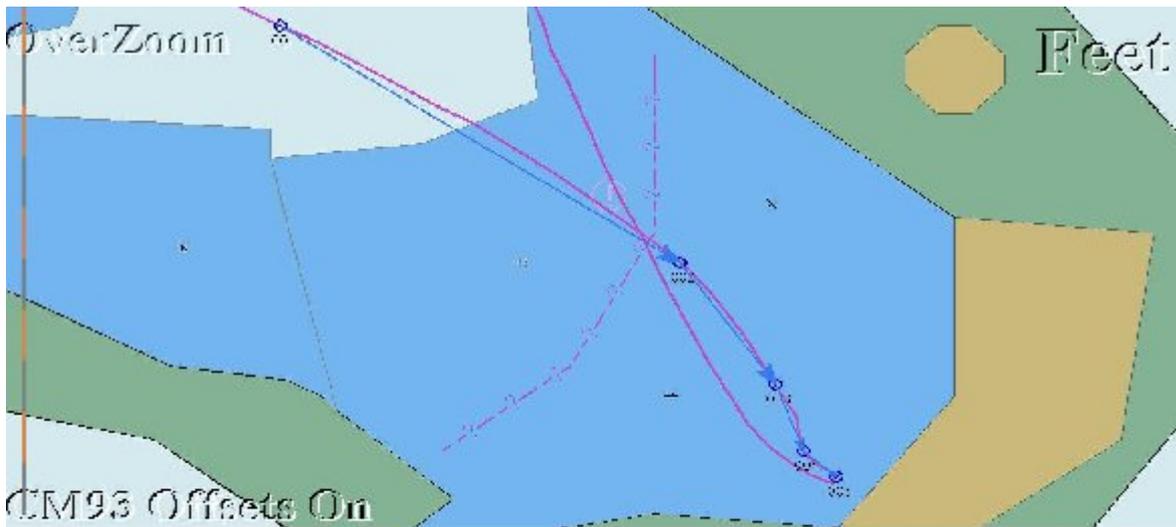
Once inside you should head directly to Airik in the South and pay both your respects and your ‘entry fee’ to the Police Officer, who collects it on behalf of the Mayor. This, at least, was our procedure but you should just check this info is still valid when obtaining your permits.

There wasn’t much to hit on the way down to the anchorage however, once there you may have to skirt a few coral heads to find a clear spot to drop your anchor.

Airik seems to be one of the poorer islands and was quite shabby ashore; I can’t say that I was that impressed. I got involved with fixing a generator (and looking at several others), this seems to be the accepted thing in the Marshall’s; first you pay, then you get to fix their broken equipment with your spare parts! They have no

tools so you have to take your own ashore and I have to say, I never quite had the same amount when I returned on board.....

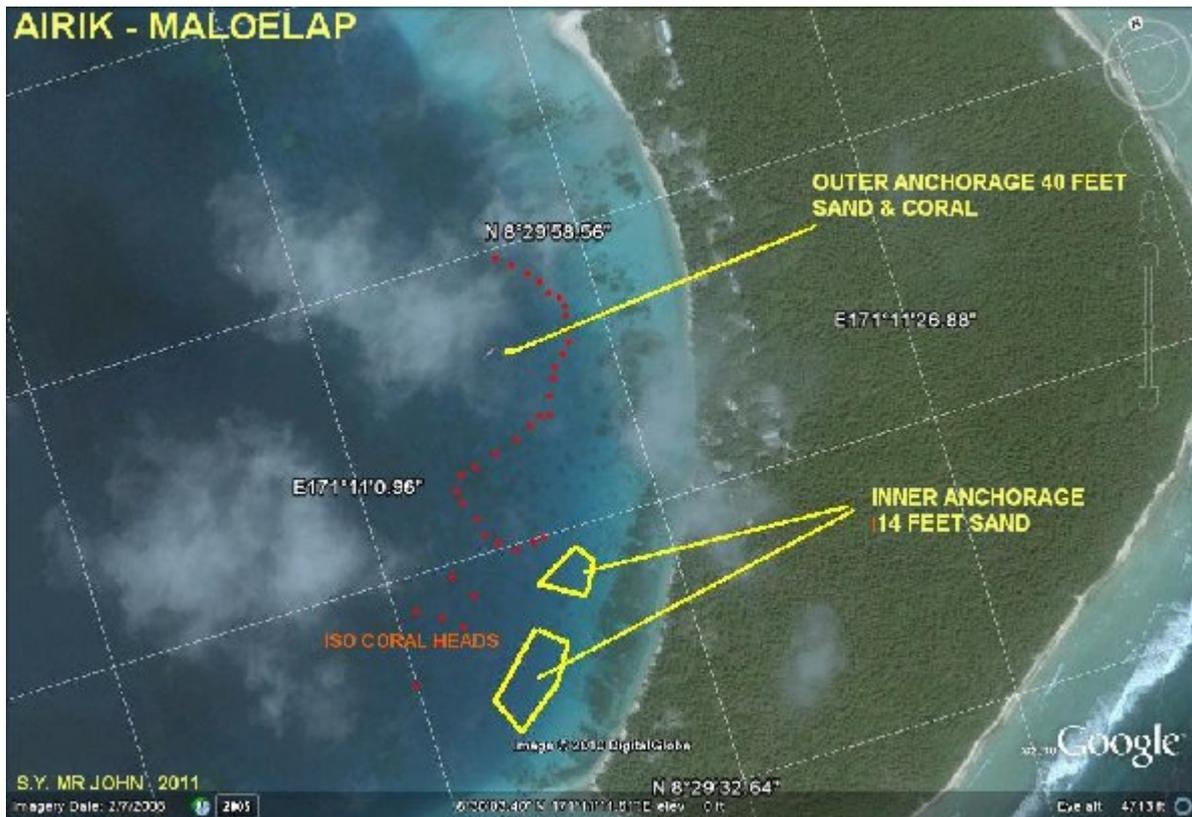
We were impressed that there were fish and even a large Tiger Ray swimming around the coral heads of the anchorage; I was getting some nice underwater pictures until a rather large shark showed up!



ROUTE TO AIRIK..... FROM 005 ABOVE, AFTER ENTRY, PROCEED TO 001 AND ONWARDS AS SHOWN, HOWEVER THIS TAKES YOU THROUGH SOME CORAL HEADS TO THE INNER ANCHORAGE WHERE 14 FEET IN SAND WAS

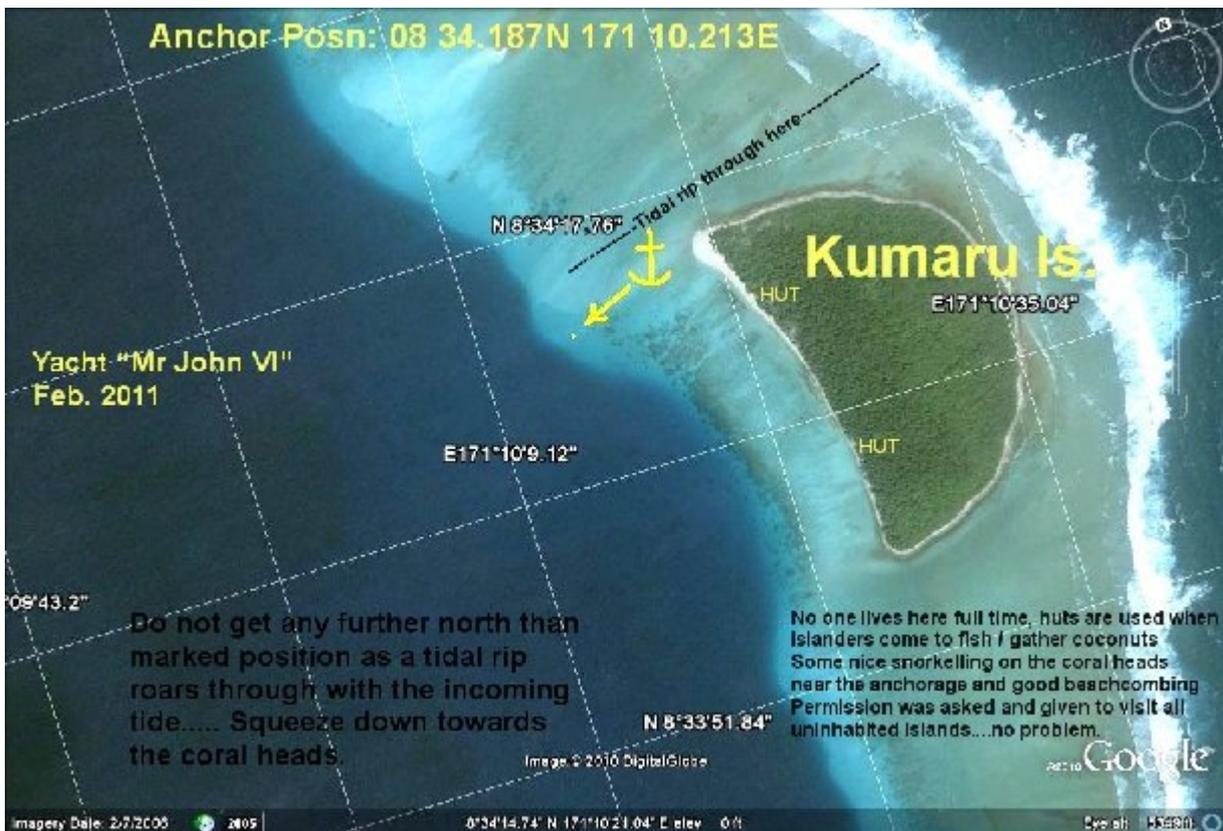
FOUND BETWEEN CORAL HEADS....

001	N8 30.572 E171 10.168
002	N8 30.112 E171 10.860
003	N8 29.875 E171 11.026
004	N8 29.745 E171 11.074
005	N8 29.694 E171 11.131



Some people like Airik....we couldn't find much to keep us there and soon moved on to the north.

There is a nice little anchorage at Kumaru Island

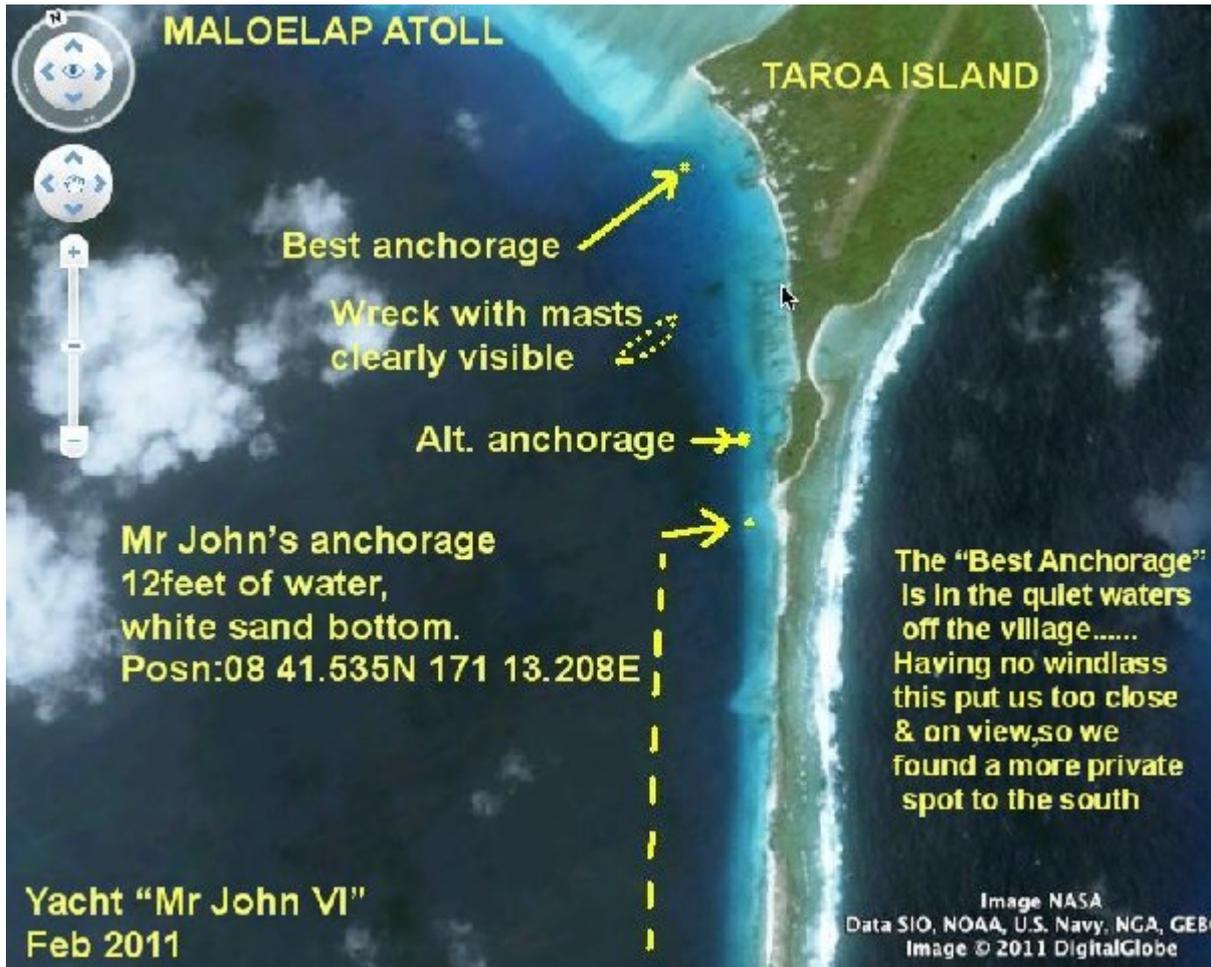


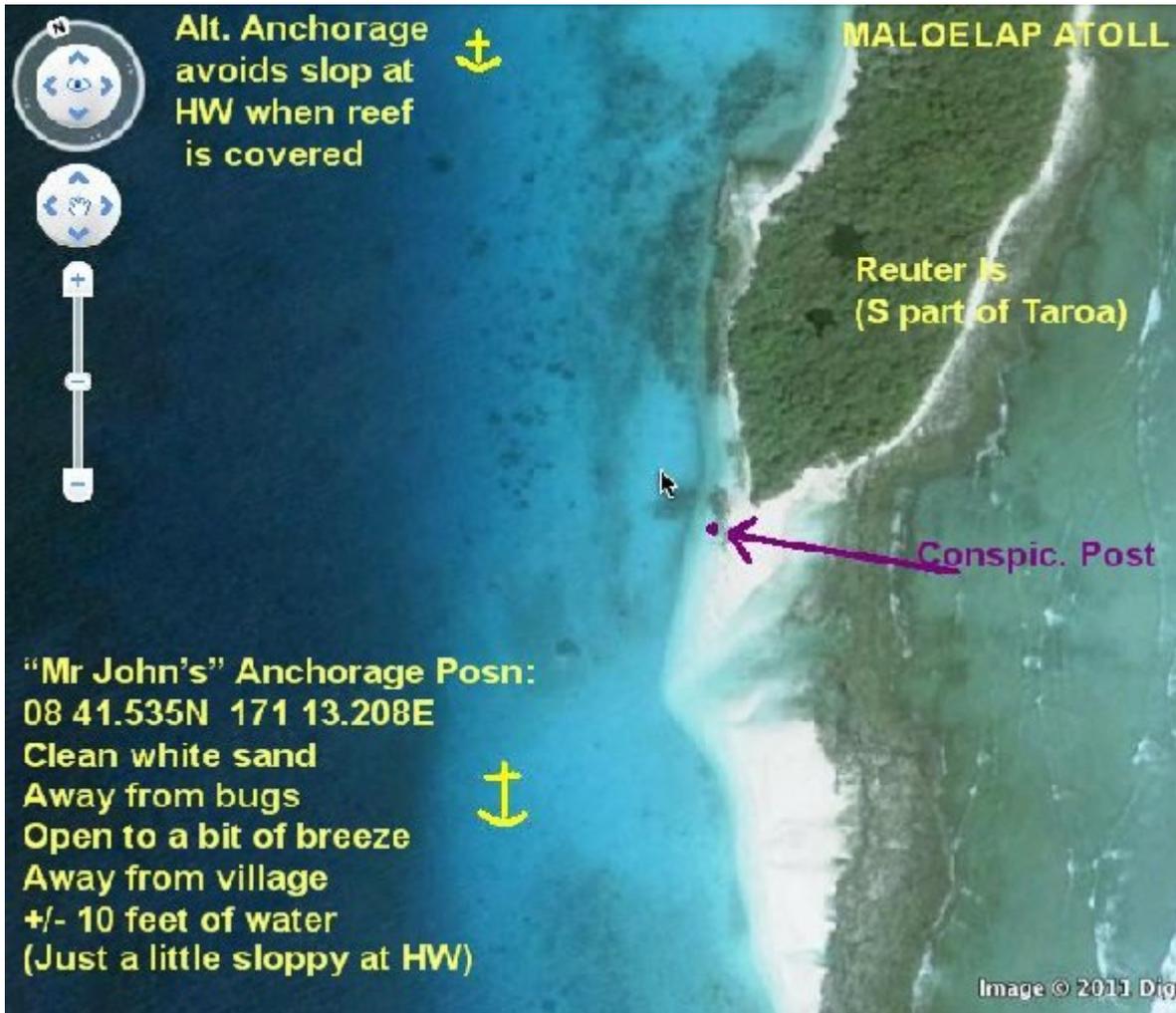
Moving north up the lagoon we tried to stay in less than twenty feet of water, hugging the reef, to windward of us. It was nice sailing in smooth water and we were rewarded with catching a nice fish.

Along the way we passed a few nice little islands which would be well worth stopping at in settled weather. Beautiful clear water over a relatively shallow sand bottom and a tropical island to yourself; as in the photo below.



The next stop was TAROA, the main island of the lagoon, this was a major, fortified base for the Japanese during WWII with a large airstrip, many guns, and bunkers.....There is still a lot of it around to be seen; plenty of live ammunition laying around also...watch the kids!!!





The normal anchorage and probably the 'best' anchorage, is off the village where indicated; however 'Mr John' 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!



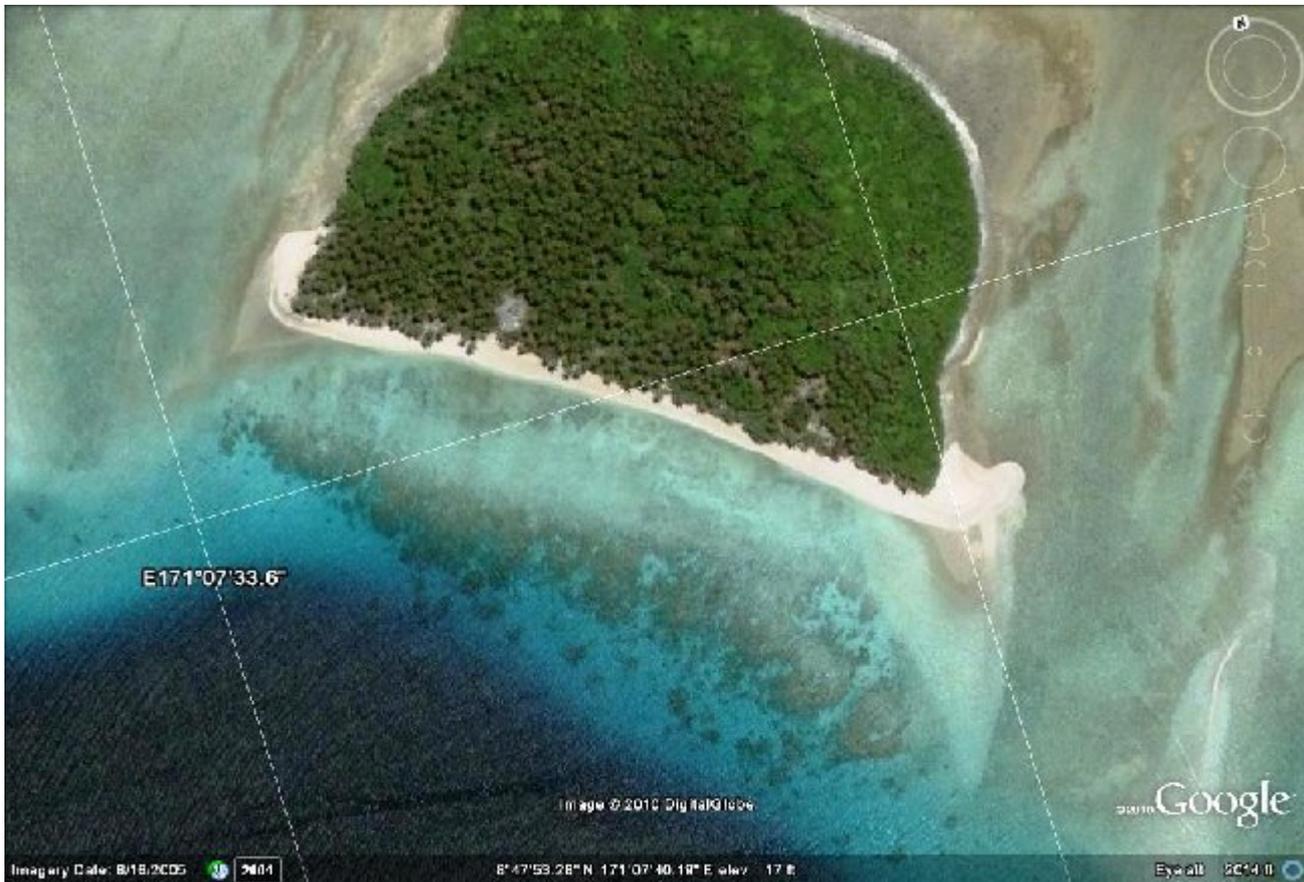
You can see several yachts anchored off the main village on Taroa, there is plenty of sand between coral heads and the holding ground is good. In strong Trade Wind conditions you can get more shelter here when the swell starts to get over the reef.



There are many small islands to the north of here situated on the surrounding reef, if you wish to visit any on your way out of the lagoon, its best to have permission from the Mayor or the local police officer..... Normally it is not a problem.

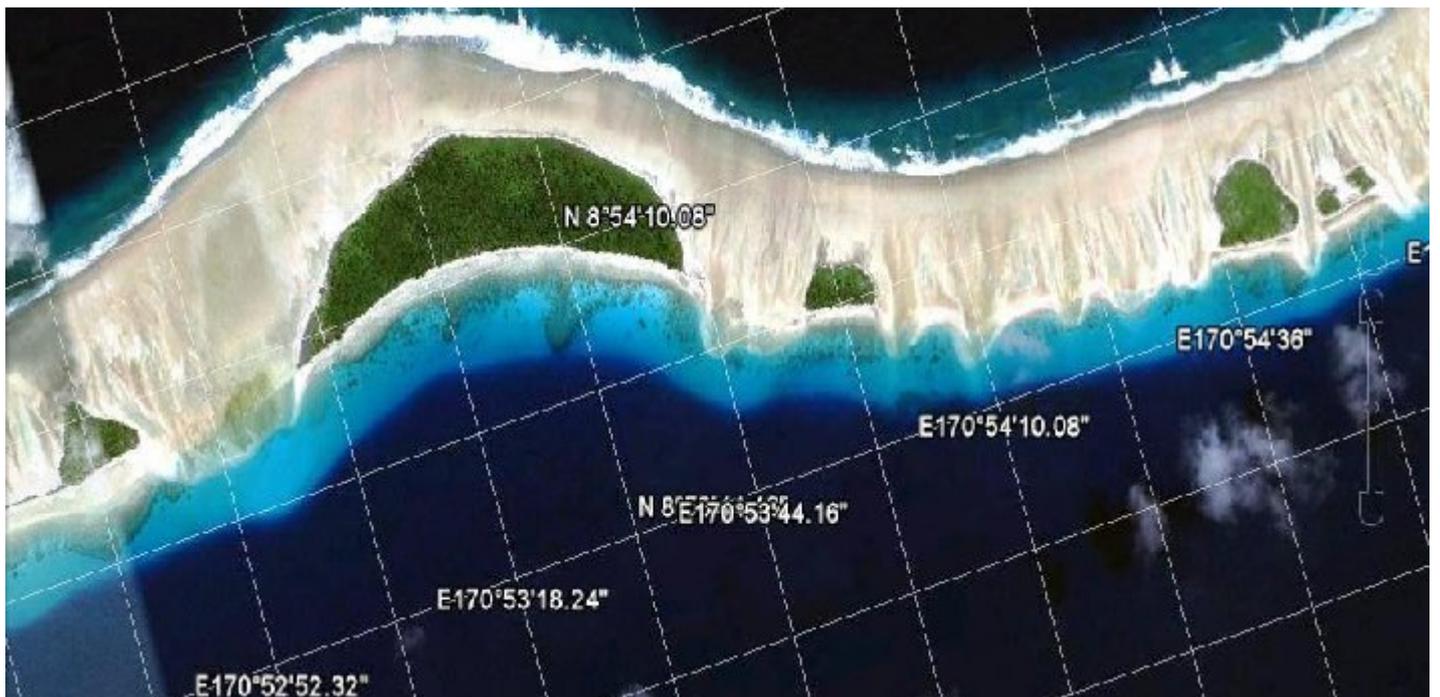


In moderate conditions most of the barrier islands will provide a passable anchorage....



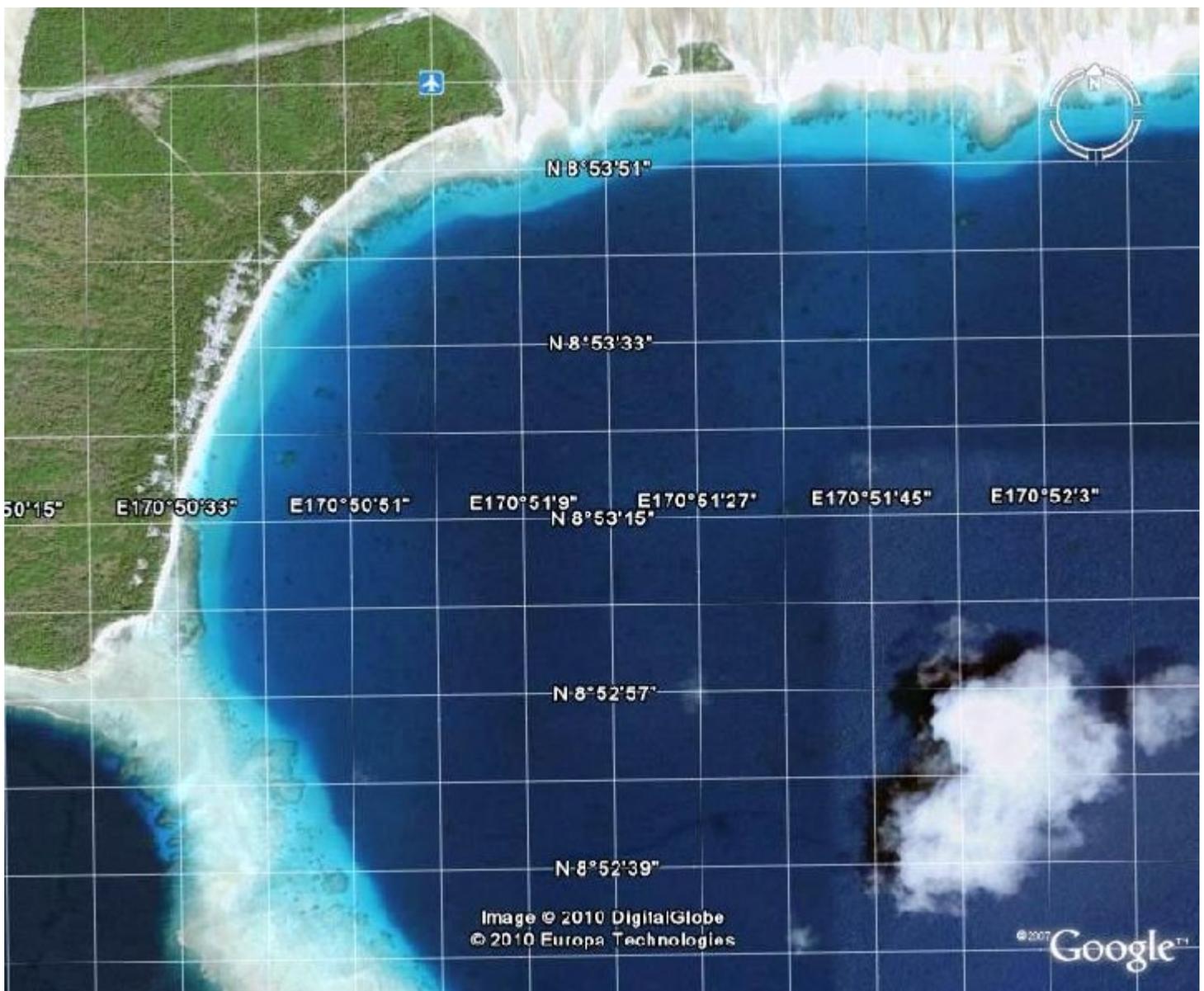
There are plenty of places to have all to yourself and the beach-combing is rewarding.
The trades are fairly consistent and you face into any swell that comes across the reef.

Beachcombers Paradise.....!!!!

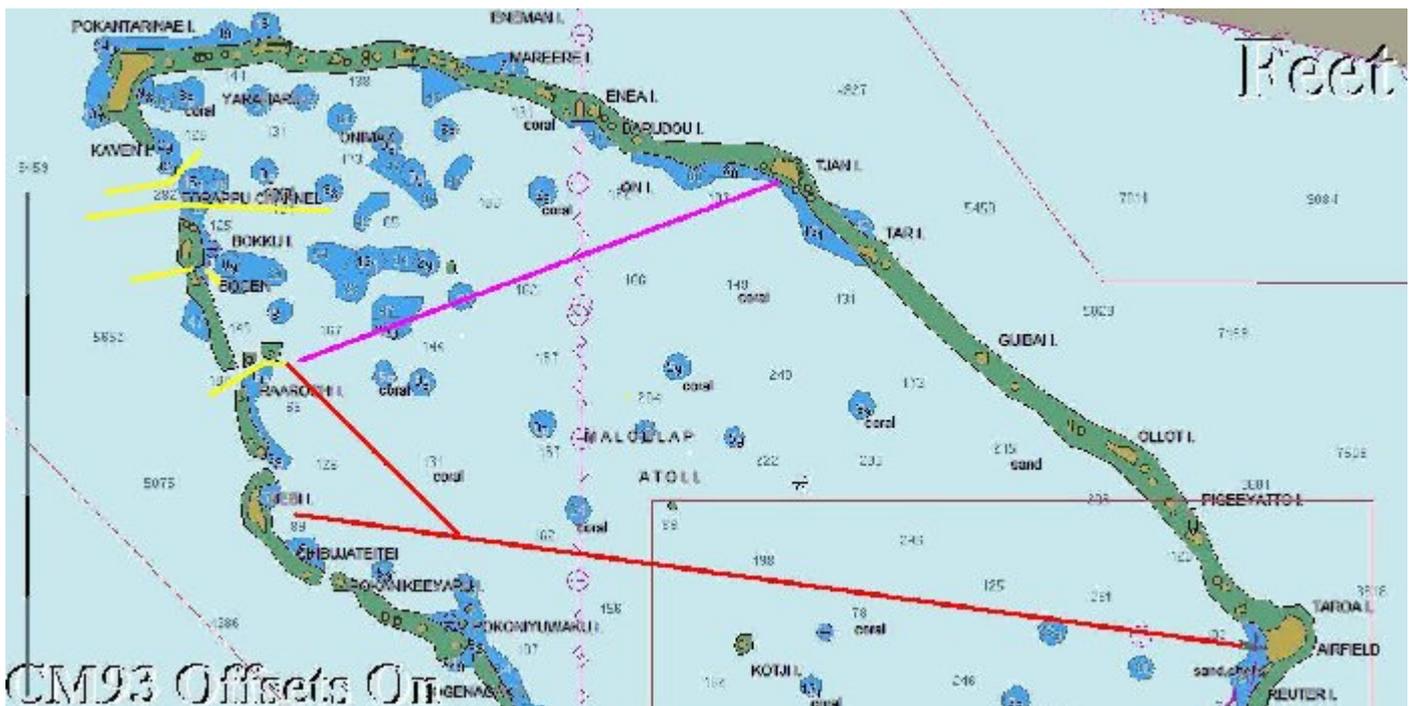


Should the wind go round into the West, or should you get a period of calms (unlikely!) then a visit to Kaven island in the NW of the Lagoon would prove worthwhile. Moving to this anchorage in restricted visibility would be possible (but not advised) should you get a sudden change in the weather.

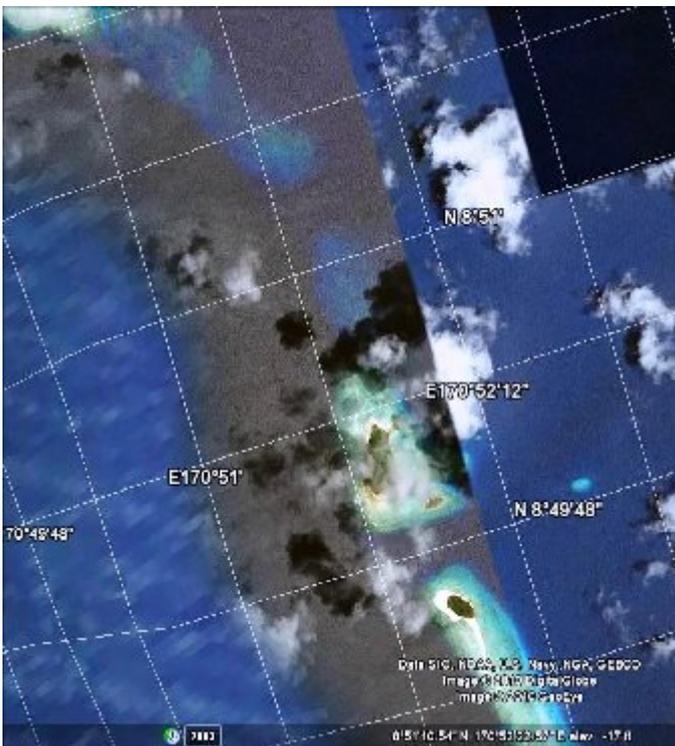
There are not toooo many coral heads for a sailing boat to hit in this atoll!



Exiting by one of the Northern Passes on the western side, will get you to Wotje, the next island to the north in the group.....There are a couple of passes to choose from and most are fairly easy to use.



The main pass is Torappu and it is apparent on the chart that you would have to try quite hard to hit something going this way. I only used the Raarochi Channelthis was back in 88, 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. The further north you go up the island chain the less likely that you would use this channel.



Kaven I., just off this shot to the north, projects a reef southwards; however you would have to get quite close up to the easily distinguished white sand before you could hit something. To the south there is a shallower area at about fifteen feet and beyond that the forty plus feet of the Torappu Channel. This 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.

To the south of Bokku 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



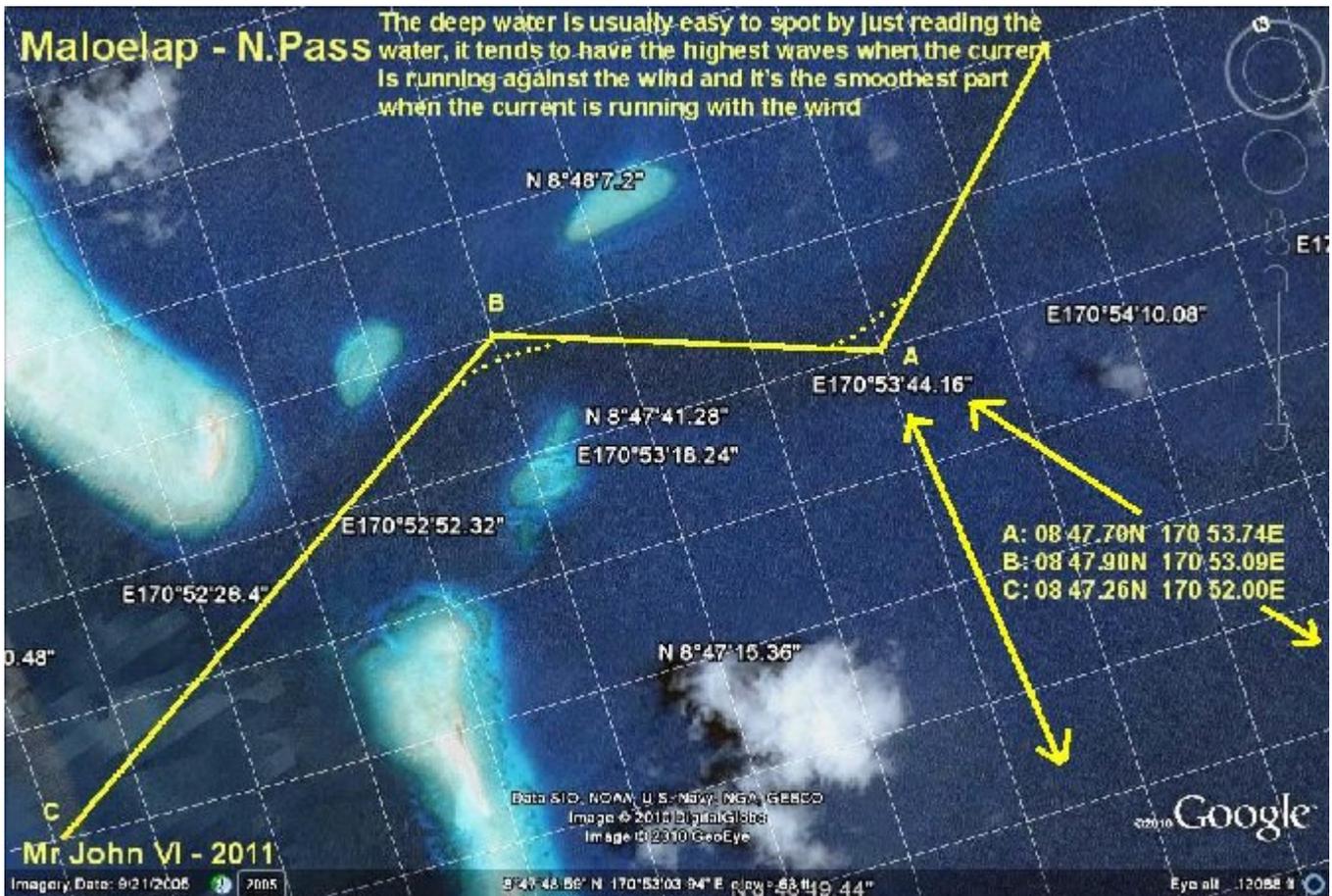
A little further south is the Raarochi Channel and although it looks like it may be more difficult to find.... I went through here and had no difficulty spotting the very obvious dangers in quite poor light.

Raaochi Island is quite substantial and sparking white and the three detached reefs could be spotted at almost two miles off....

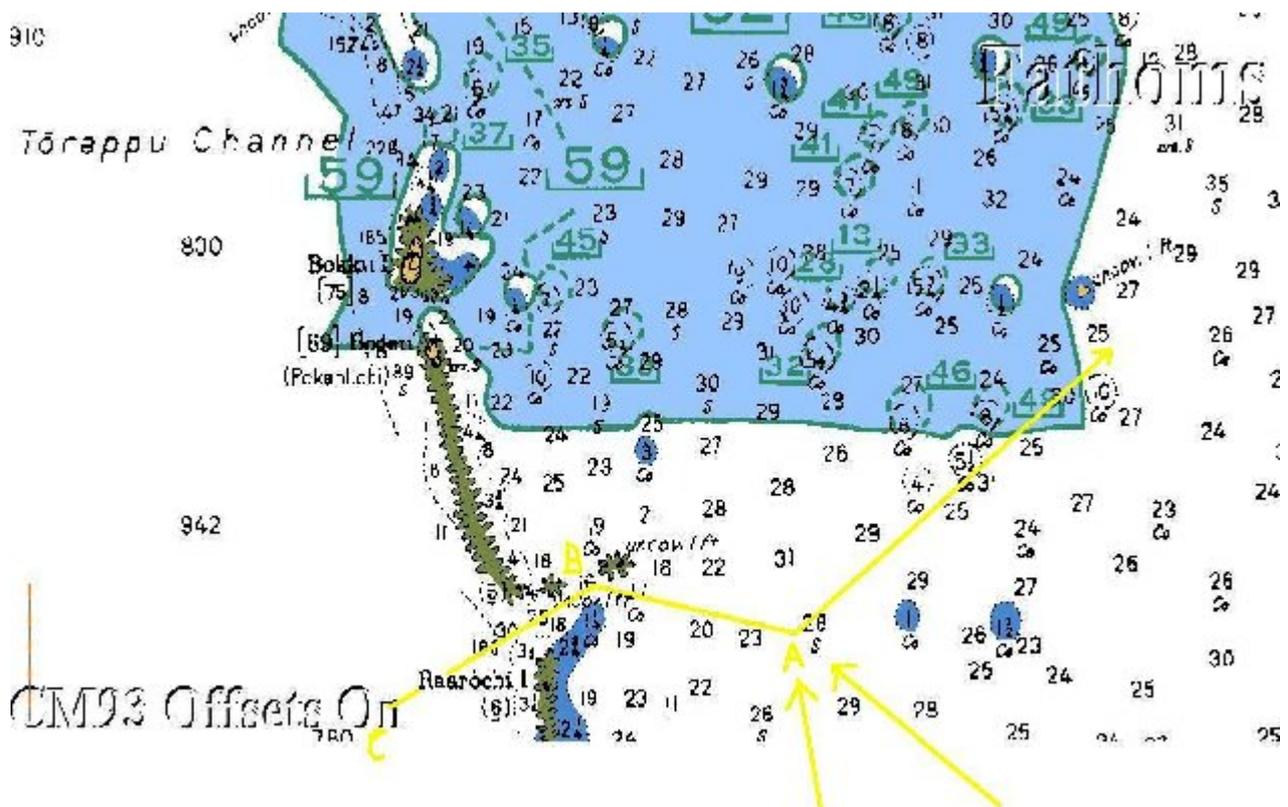
This reef is separated from Bebi Island by another pass but this has less water and some coral heads to the SE

There are plenty more channels further south and most of them will accommodate a yacht without too much trouble.

The Raarchi Channel.....



I find the north end of the lagoon a little messy, even though it was well surveyed during the war!



More channels further south.....

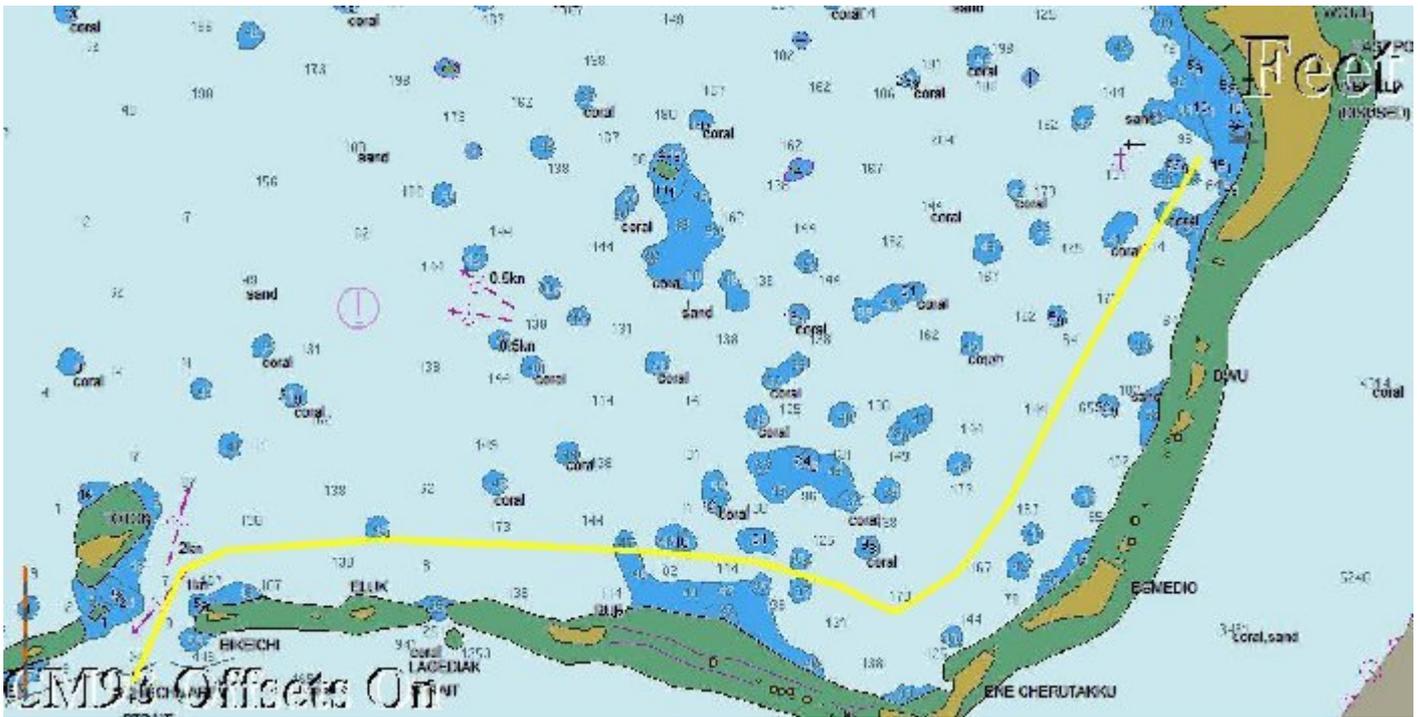


Coming in from the North, one would arrive in the morning after an overnight passage so the sun would be rising right in your eyes.....Something to consider!

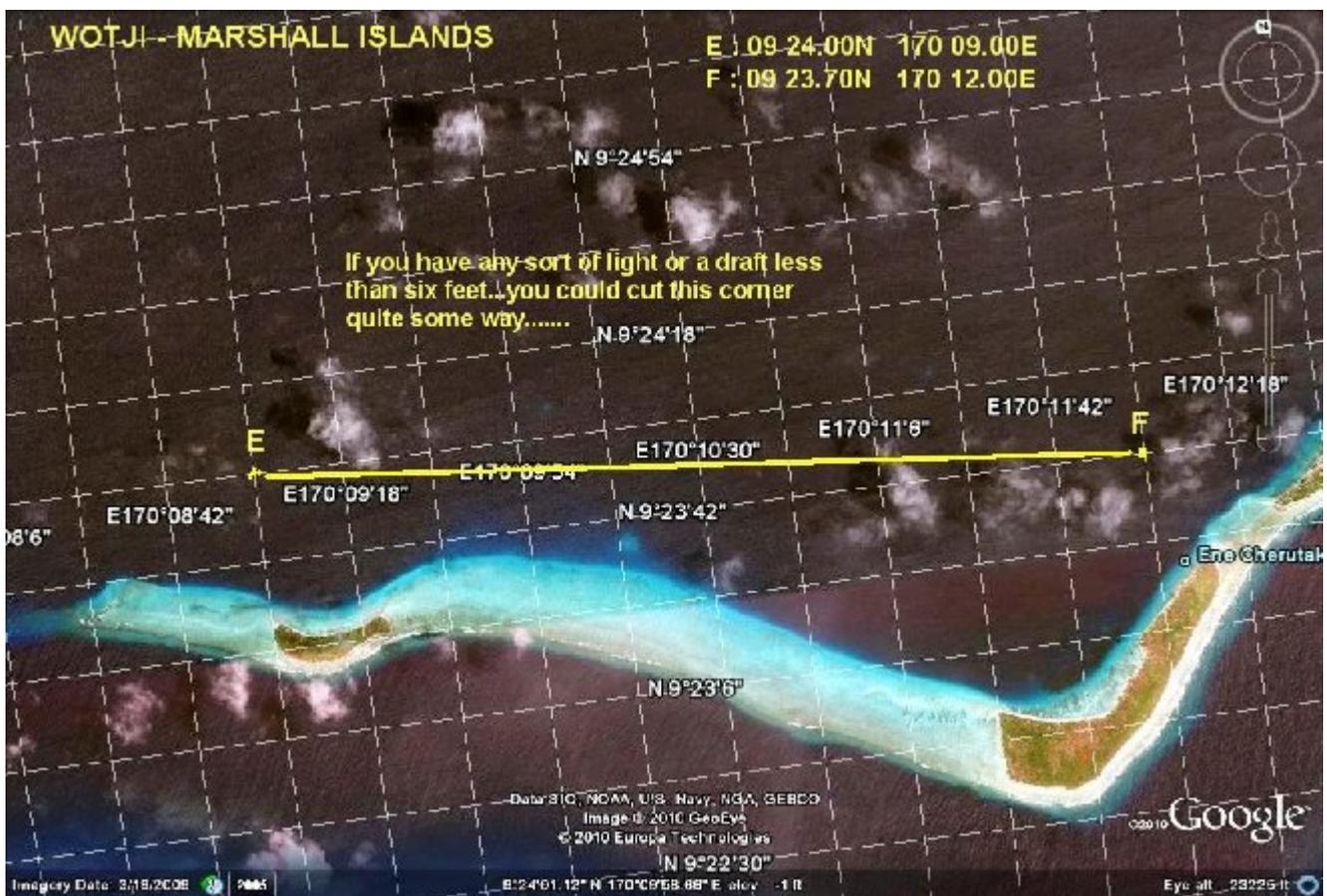
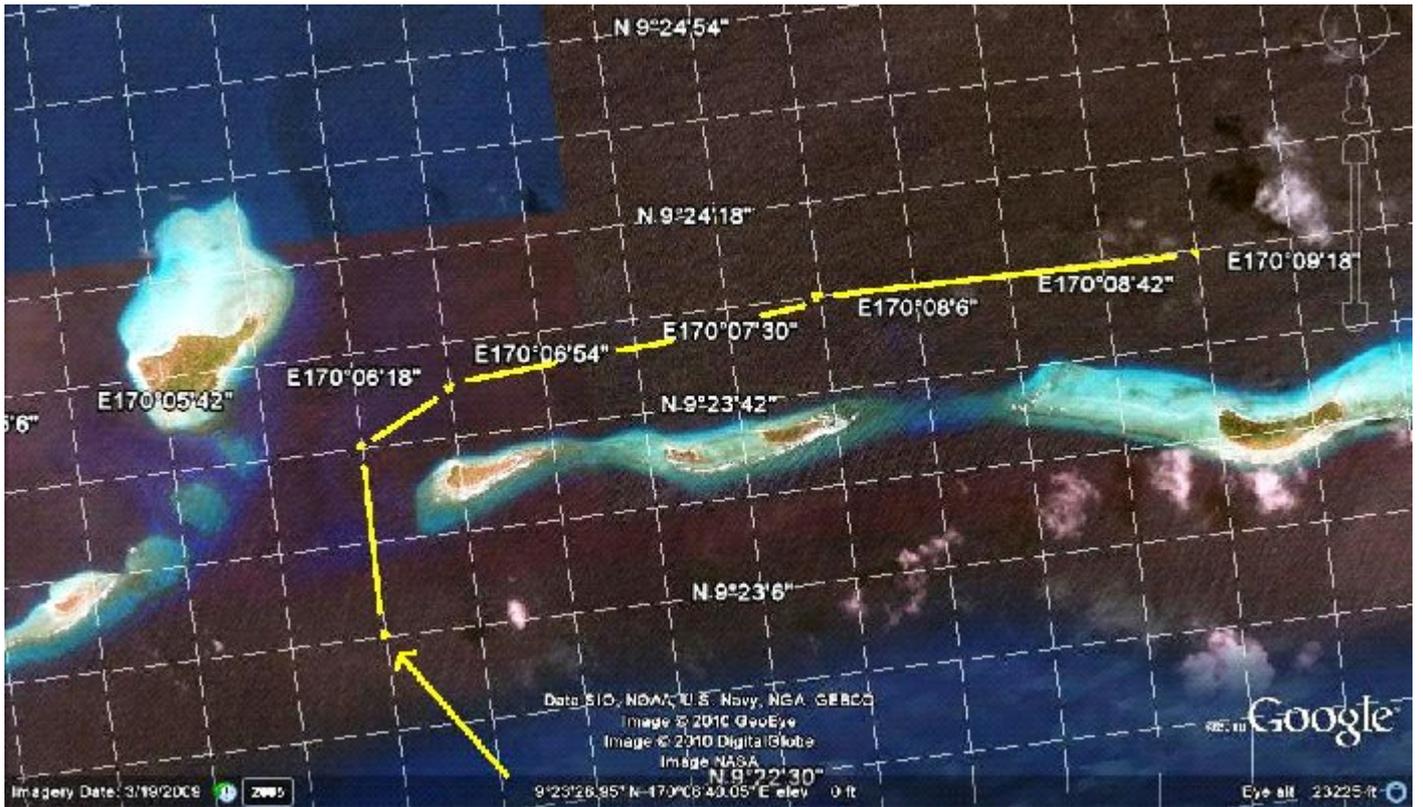
Departure to the north is not quite so bad as your general direction is WNW and the sun is setting in the WSW (maybe not... if you are up here in the Northern Summer).

The next logical island to visit from here is Wotji and it is normally a reach both ways. North of Maloelap the ITCZ showers/ squalls tend to decrease, the islands are drier and conditions noticeably improved from Majuro.

Once you make the very obvious Pass, conventional wisdom says to follow around the southern end of the lagoon and stay away from all the coral heads in the centre....it's the scenic route!



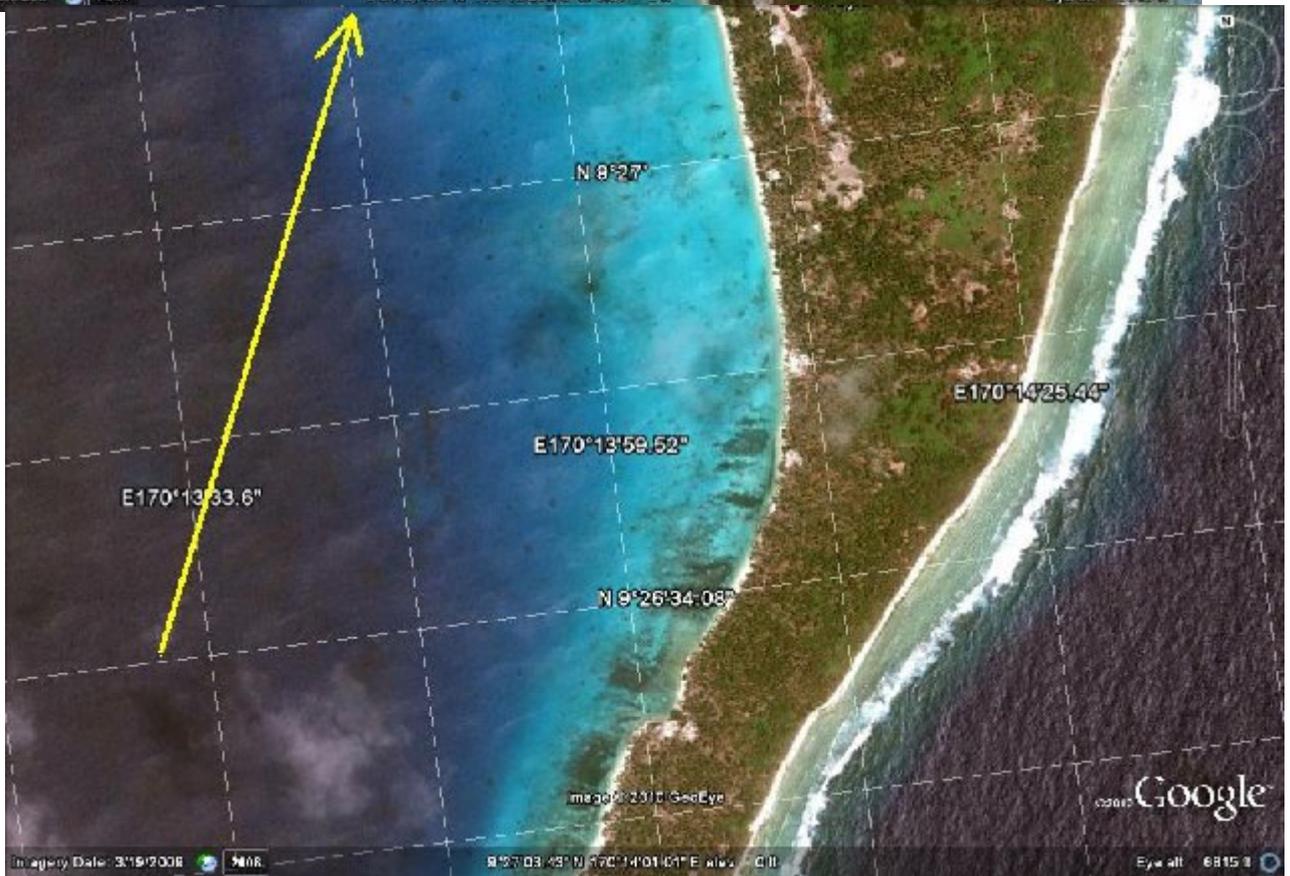
Entry / Exit to the south is normally taken via the Schismarev Strait. There can be some current, but not enough to cause any problems unless you get a strong northerly. It gets most lumpy in the middle and for a yacht there is plenty of room to get closer to Bikeichi Island.



Once you get to “F” you can head up towards the main island.... towards the N end and the dock; you can anchor just about anywhere and have protection from the Trades, I would go up the north end as indicated, so as to be clear of the village, have shallower water, less coral etc. You would also get a better breeze to keep you cool and the wind generator going.....a flow through of water coming through the gap, should keep you out of ‘village’ pollution.

JUST WATCH OUT for the area I have indicated , which seems to be the wreck... you may not hit it with your keel but you could foul it if anchored too close.....I’d keep well clear!

From “F” I’d head for 09 27.43N 170 13.83E but you should be watching carefully on this approach; the good news is that, no matter what the hour (in daylight) you should have enough visibility to see anything before you hit it..... There is one a patch close to the course line with about 16 feet over it...if you see it, go round....



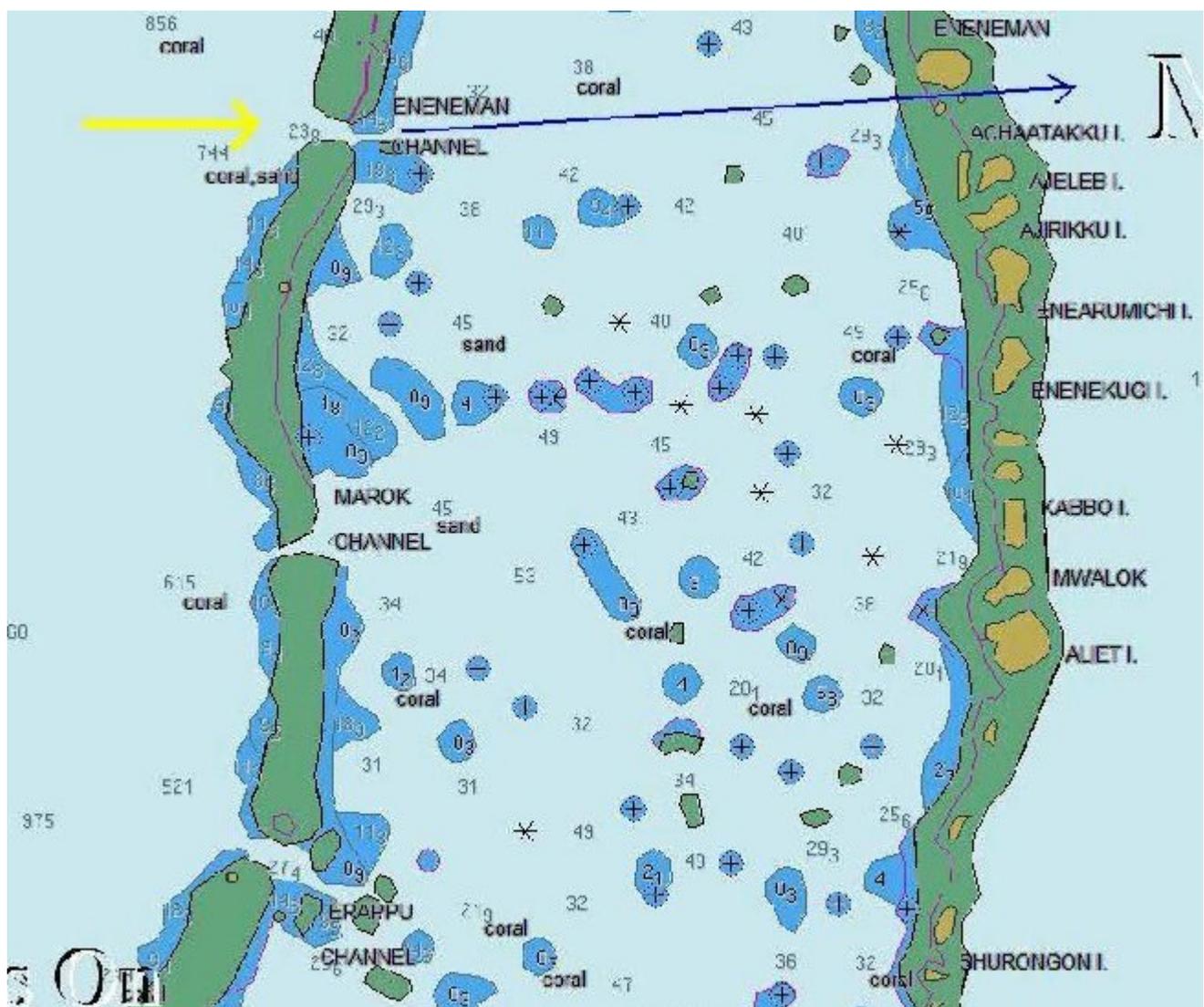
Remaining with the Ratak chain so as not to get too far down to leeward, the next island to visit would be Ailuk which lies more or less north of Wotji. It is almost twenty-five miles across the lagoon to the Rurick Strait (and many Coral Heads along the way) then, almost sixty miles up to the Pass into Ailuk.

The Passage is best done as a slow overnight but clearly you would not want to be going right the way across the lagoon with the sun in your face during the late afternoon..... This is probably why most cruisers retrace their track to the southern entrance and then sail around the outside of the island.

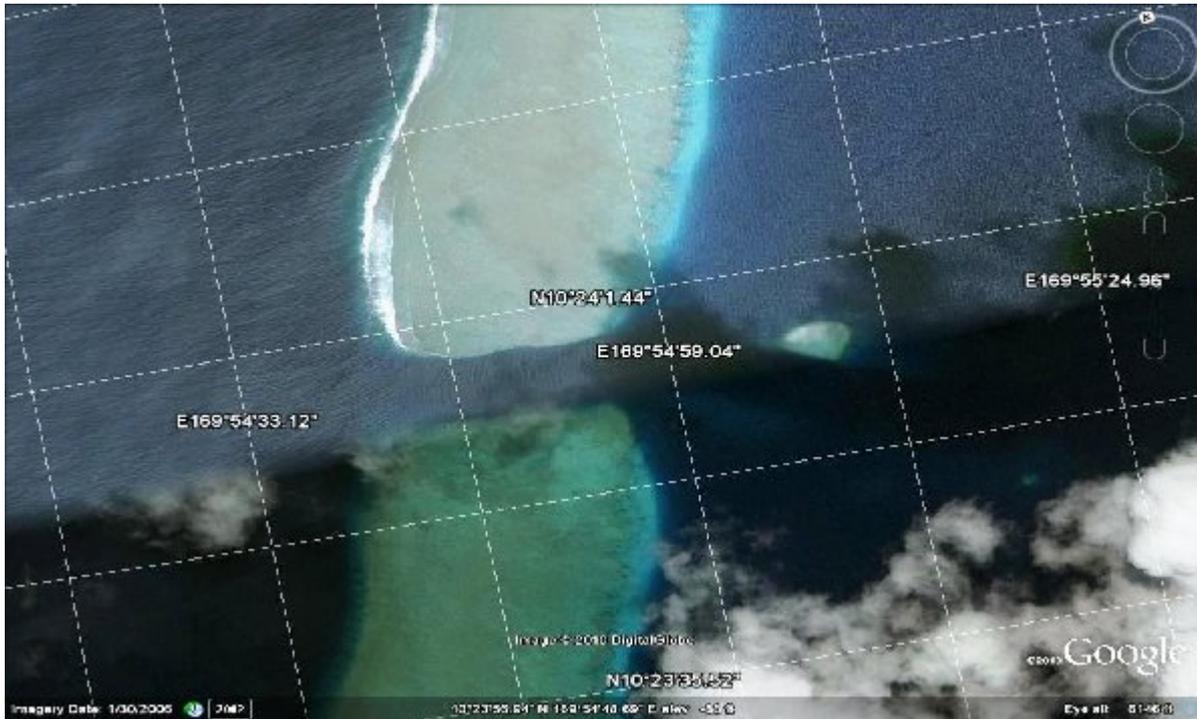


A VISIT TO AILUK

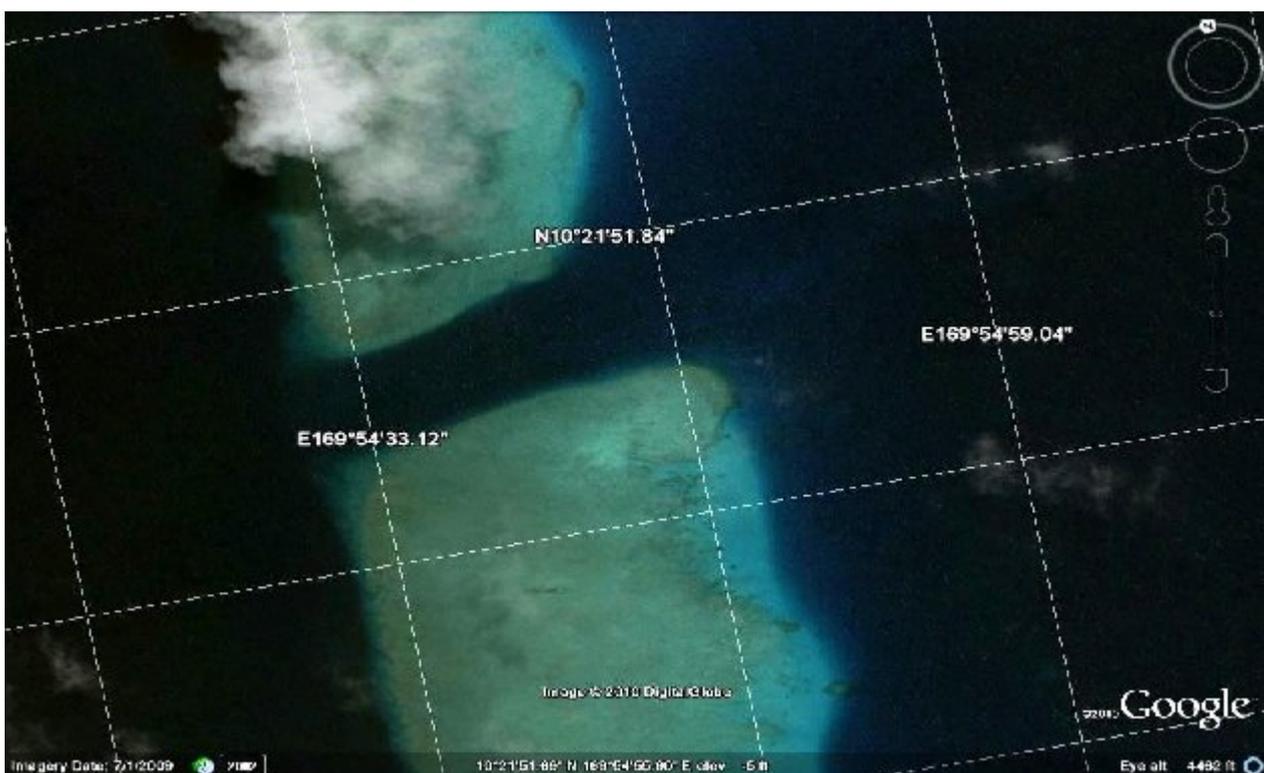
Arriving in Ailuk the recommended entrance is through the Eneneman Channel, it is certainly the least complicated and once through, there are the least amount of coral heads between you and the first available anchorage. Unfortunately you have to go and see the Mayor or the appointed official and he will generally be located on Ailuk Island in the SE corner of the lagoon. 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.



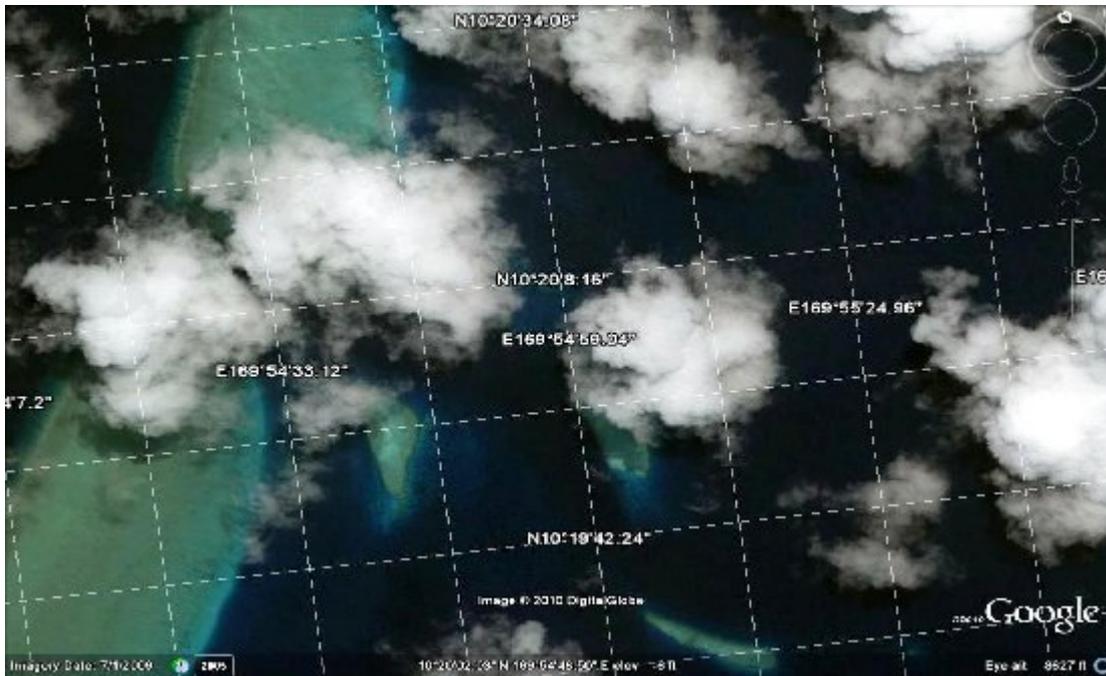
ENENEMAN CHANNEL..... Just watch that lump of coral inside the pass, it seems to be a little further north than charted and my OPEN CPN. Positions on OCPN/(C-Map) are not agreeing with Google.... (When there is doubt.... Google is generally more accurate!!!!).



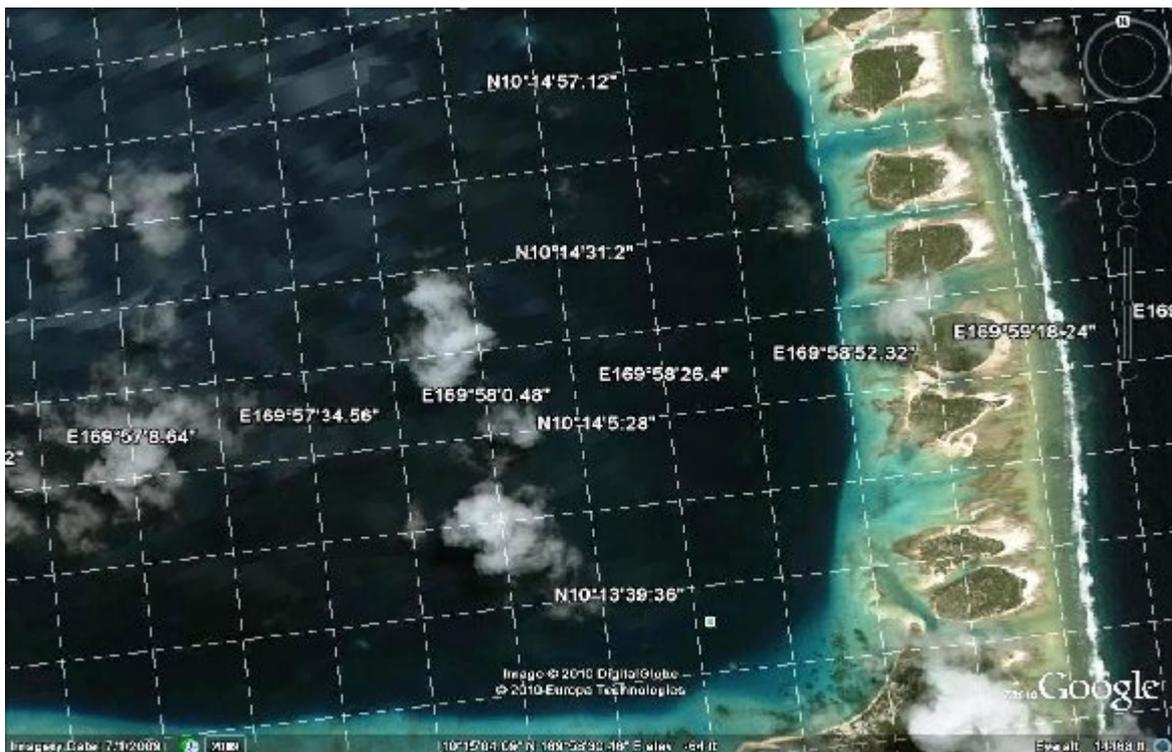
MAROK CHANNEL..... easy but more coral to dodge once you get inside...(C-map is way out again!)



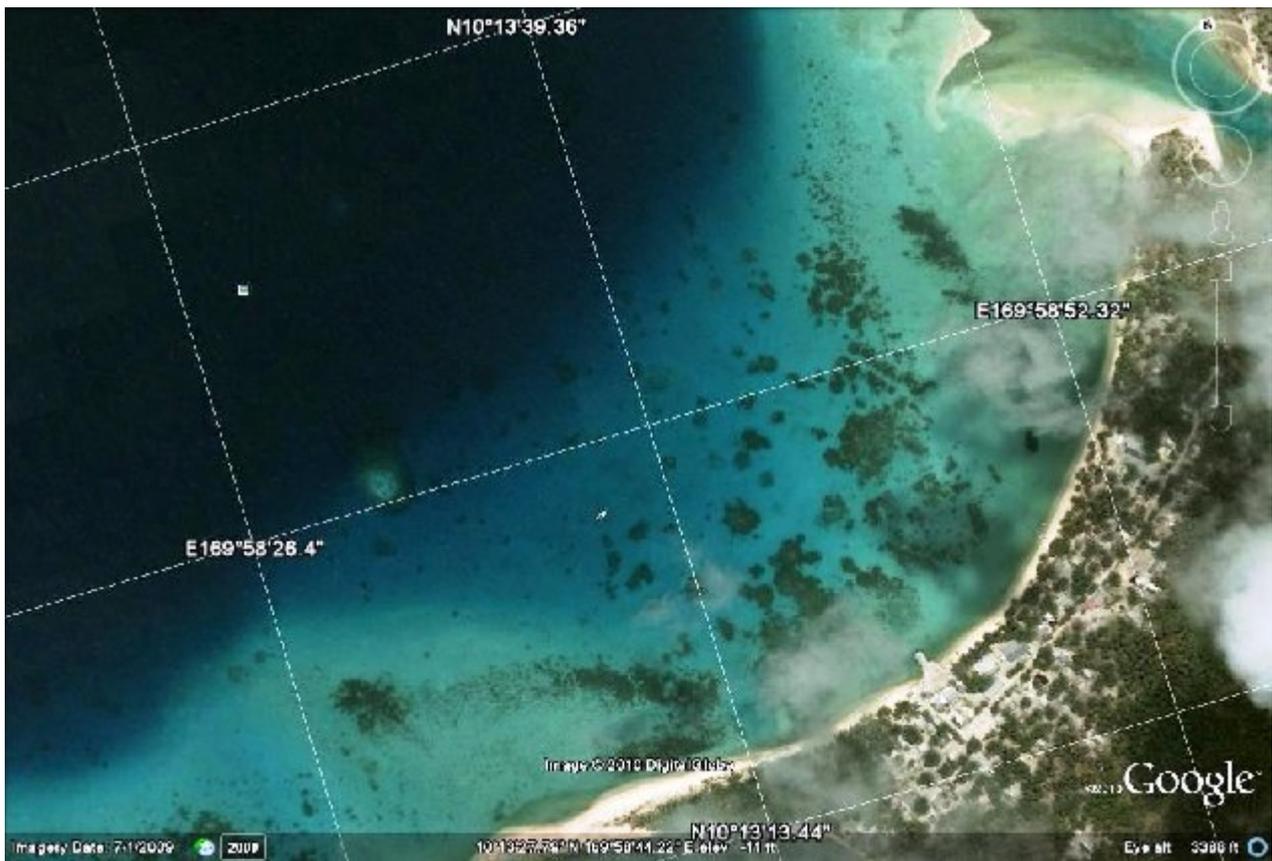
ERAPPU CHANNEL.... not easy and still more coral to dodge
getting across the lagoon
(C-map is out here again...and the clouds don't help either!)



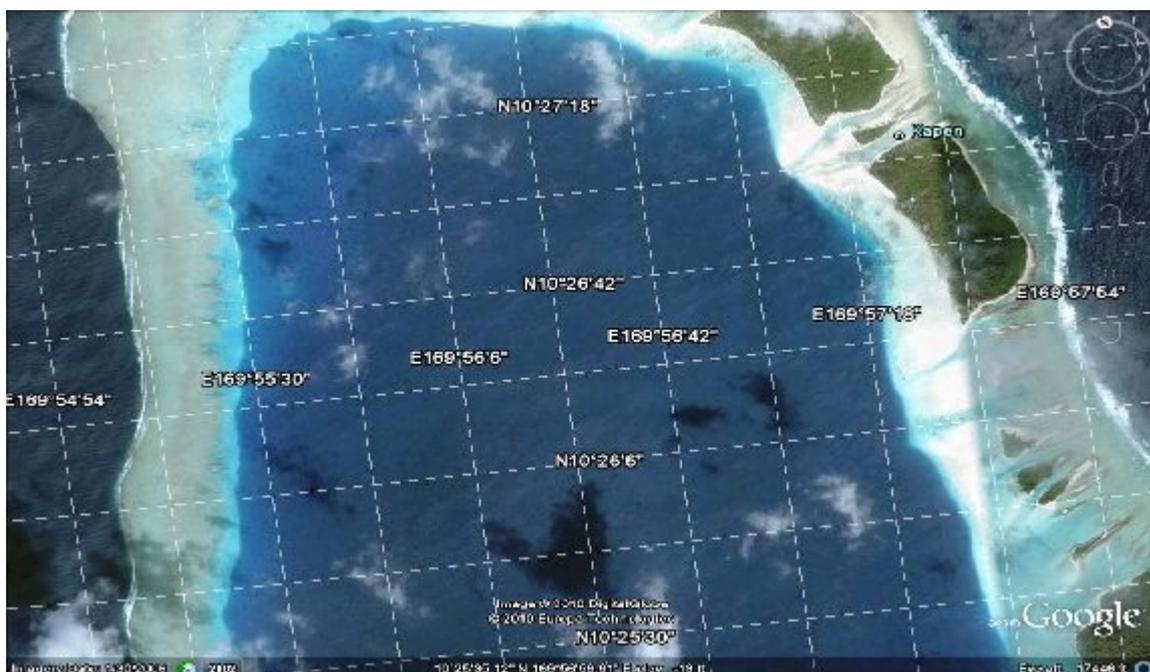
AILUK ISLAND is in the SE corner and has a dock, it is the centre of administration and where most of the visiting yachts seem to hang out..... Apparently you anchor between the coral heads and there is not much room

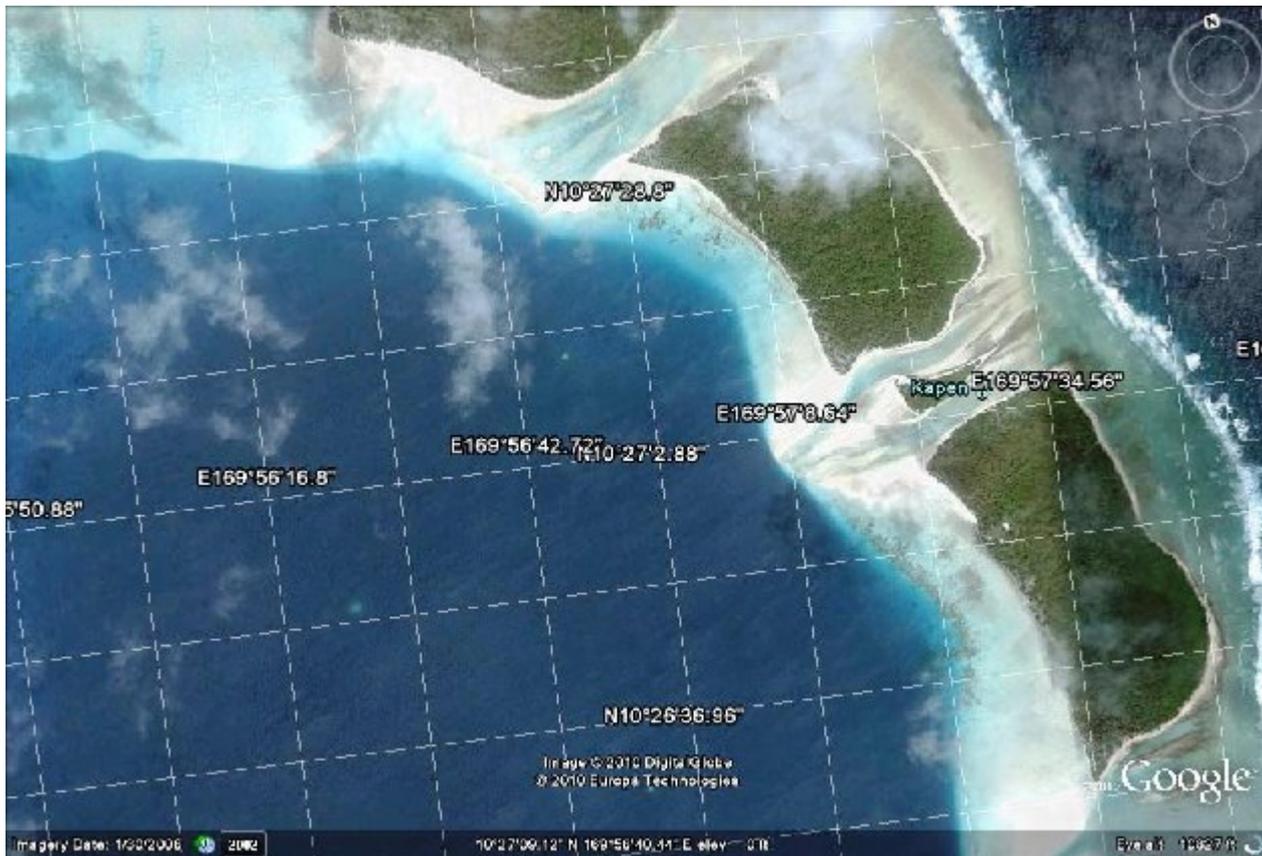


You can see a yacht anchored off on the shot below.....

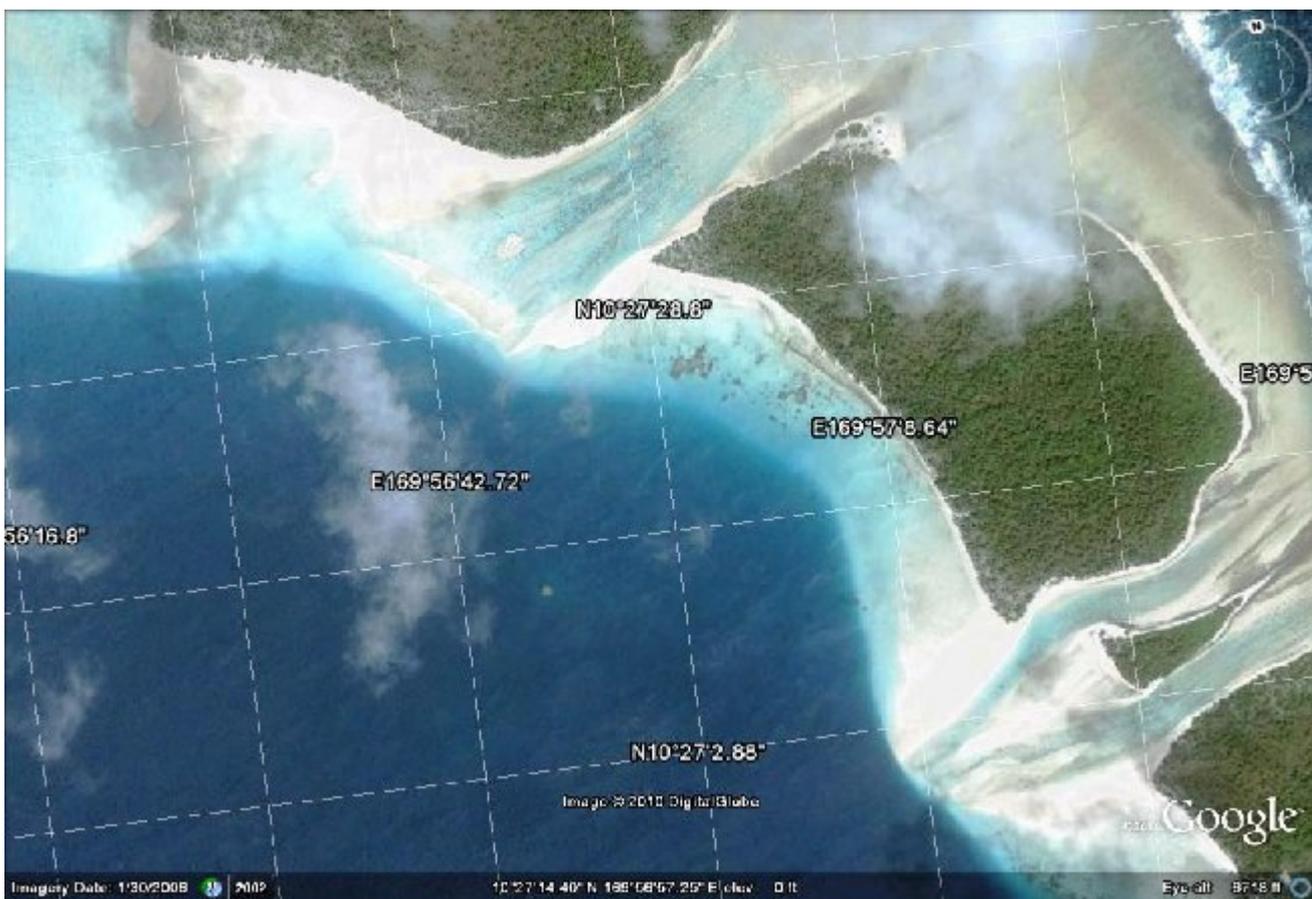


The yacht is facing N of E and this would be as expected for the normal winds here; this makes the anchorage a little exposed, thus I would be inclined to do my check-in then, with permission, depart for the N end of the lagoon where there are better anchorages with more protection.





As you can see, there some good anchoring spots in the NE of the Atoll with protection from the normal trade winds.....this is not a great atoll to be in if the wind shifts in restricted visibility; too many coral heads.



OVERVIEW

So far, you will note, that we have remained in the Ratak Chain, where in theory we can reach up and down with the prevailing wind; you should beware however, that due to the strong currents it tends to be more 'close' reaching than 'broad' reaching. The weather is certainly a factor here and forecasts are pitiful at best. You can listen on the local net in the mornings and get the reports from the various islands however, I came rapidly to the conclusion that most of these reports were given from the lee side of the islands looking downwind into the most sheltered part of the lagoon!

Your best bet is to look out your hatch and go with what you got.....You usually know if you are doing the wrong thing before you reach the exit from the lagoon.



What about the other islands???

There are plenty of them to see and if you dive or surf, there are some world class spots to check out;

Likiep gets a few cruisers but the charting is poor and puts many off, Mili attracts the divers as there are some good wrecks and some nice anchorages in the North and East of the Lagoon. Arno is least visited as they are engaged in Pearl Farming and don't really want yachts, hence the high cost! Bikini has a great collection of wrecks from Aircraft Carriers to Battleships. Kwajalein atoll has the Heavy Cruiser "Prinz Eugen"..... The list goes on.

Kwajalein is usually reserved for those going to work on the US base, where there are lots of modern amenities; this area is however 'reserved' and getting permits to visit would not be easy. There is a part of Kwajalein which is still run by the Marshall Islanders however this has the reputation of being a 'squatter camp' and a place to keep clear of.

Ailinglapalap has visitors and there have been good reports however, we are now in the Ralik Chain and once there it gets awful difficult to get back to the islands of the Ratak Chain, unless you have a good 'windward' boat and a strong constitution, you may not want to do that. If you are leaving the Marshall's for points west then many islands in the Ralik Chain are worthy of a visit.

I went to Jaluit and thought I'd get from there back to Kiribati without a problem.....it turned out to be a long tough slog and I had a particularly good 'windward machine' at the time.

A VISIT TO JALUIT

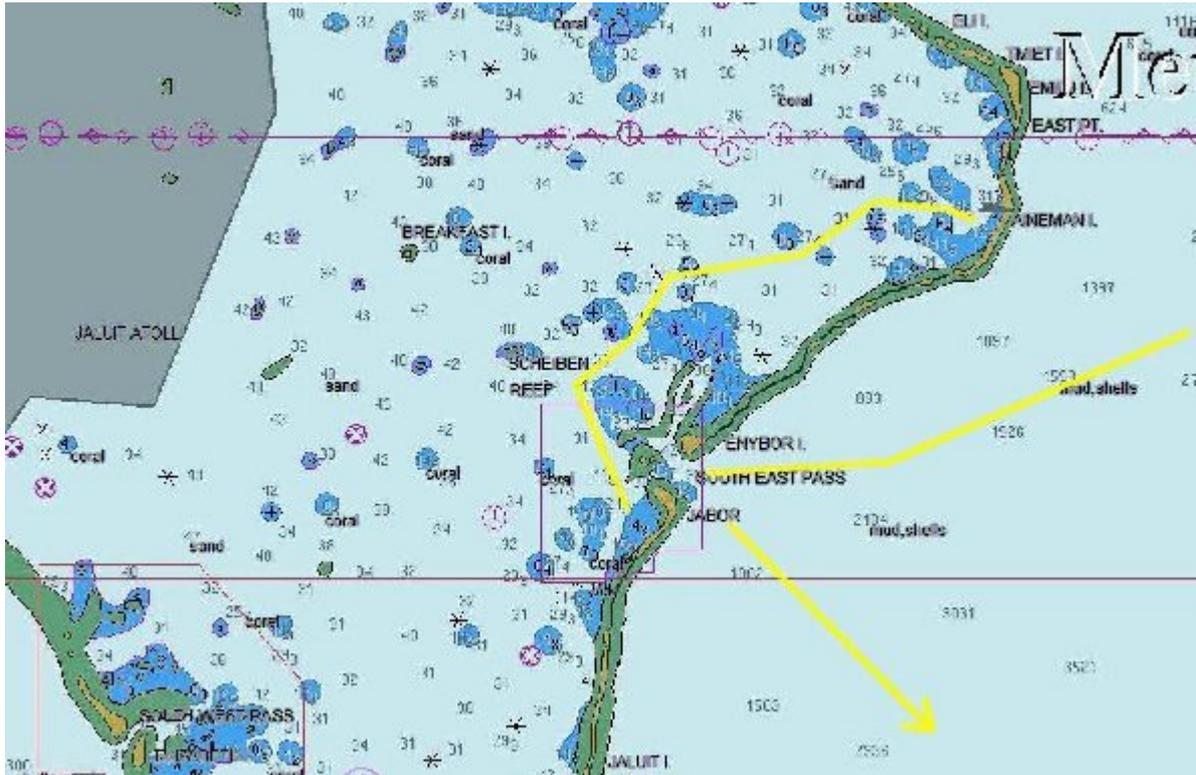
Again, one should remember how big these atolls are, it would take a couple of months to cruise around Jaluit's many islands and most of them are deserted. The charting here is fairly good although not all the lagoon is covered, There are many coral heads that are not shown on any of the charts and all sailing within the lagoon requires a good lookout at all times.

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.

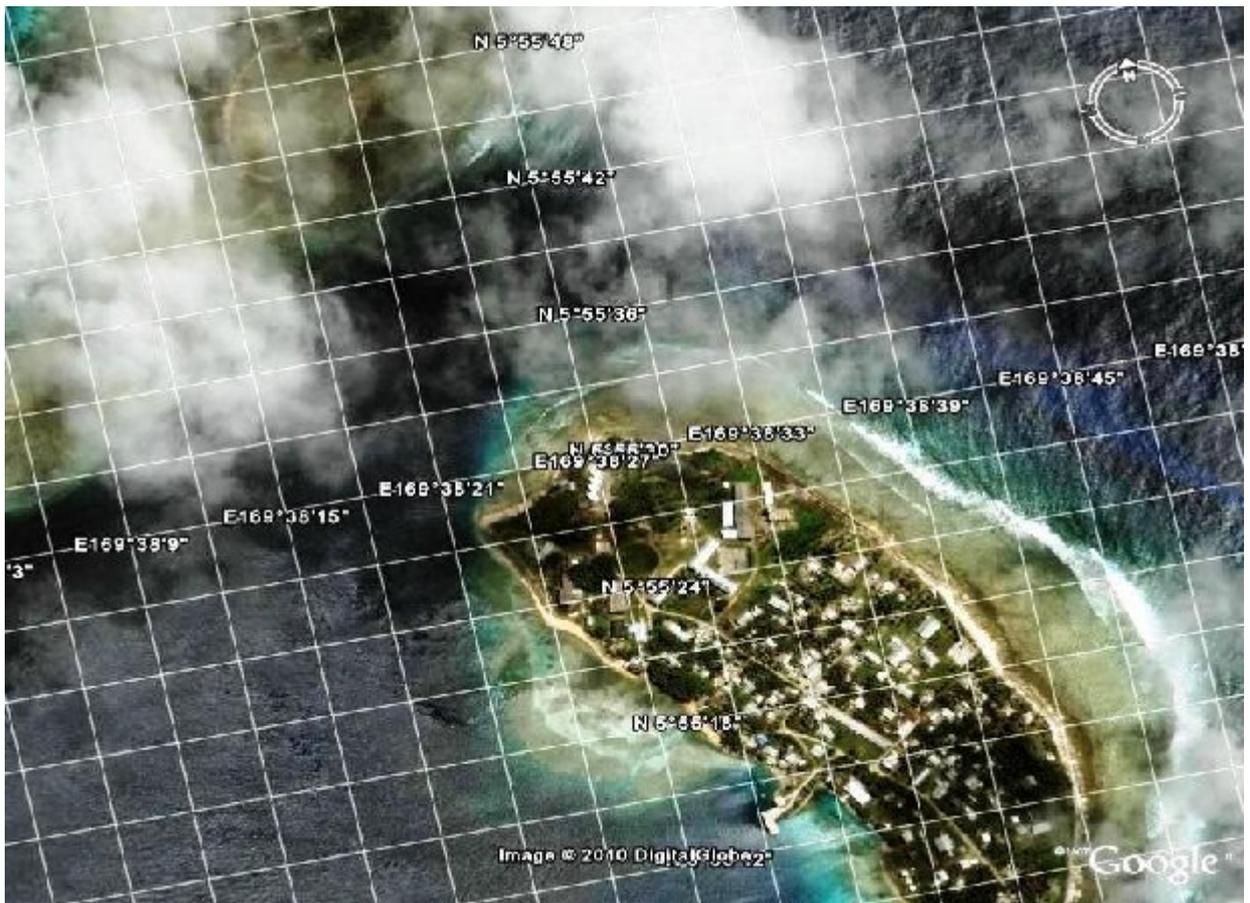
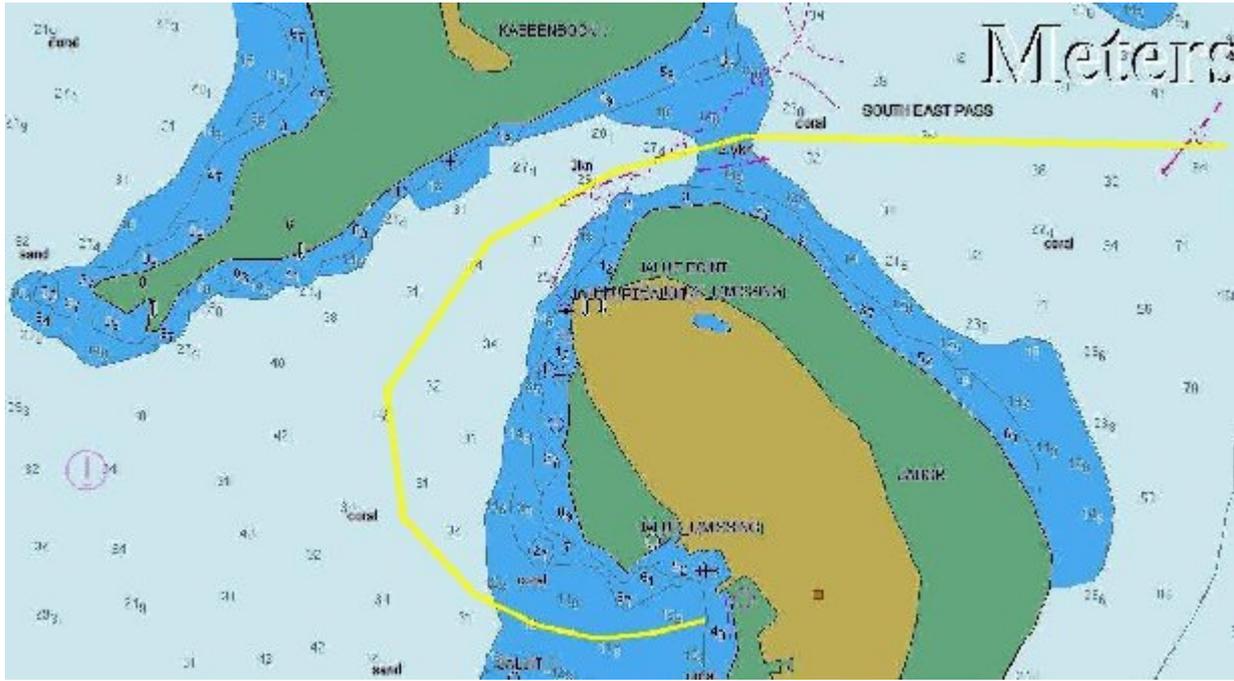
As usual you need to discuss and get permission to visit the outlying islands within the lagoon; normally this is not a problem.

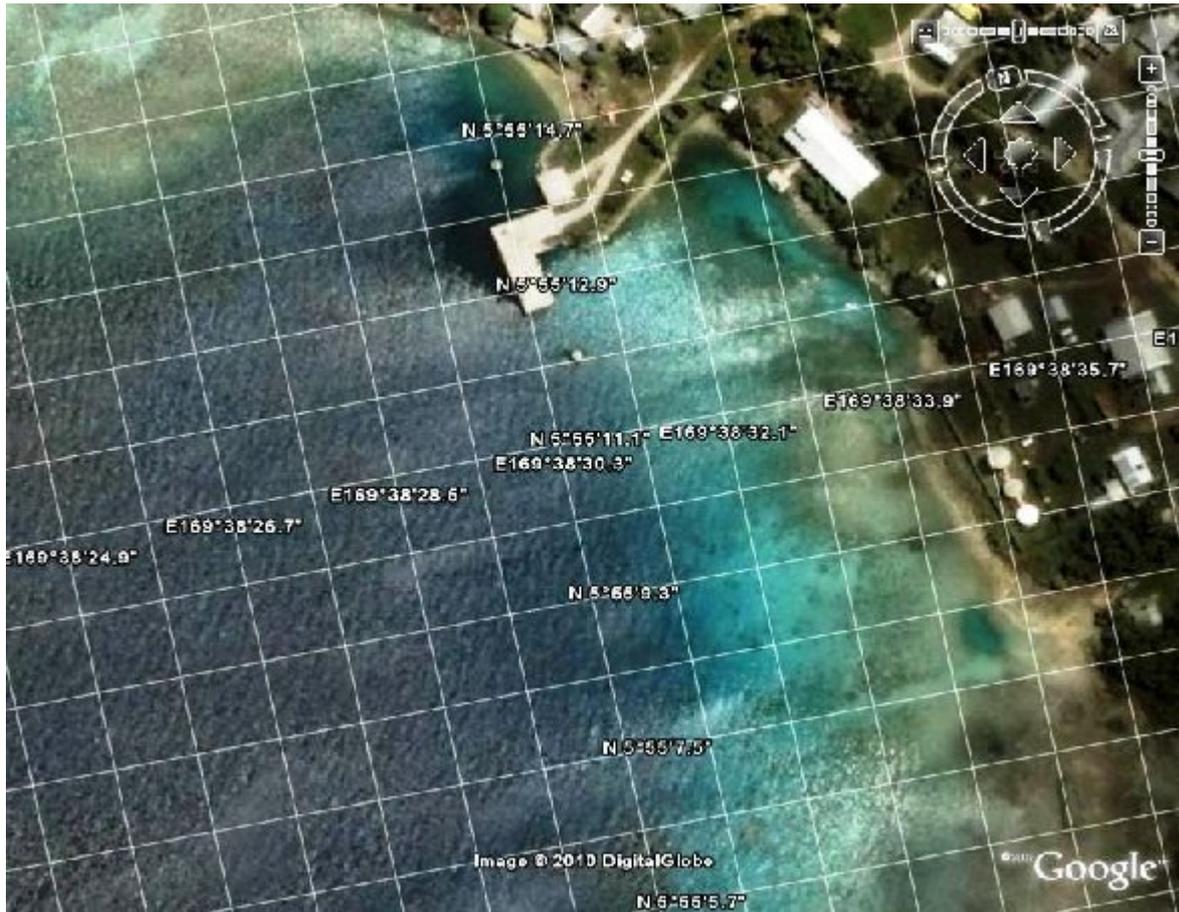
The entrance at South East Pass is easier than it looks and seems to get some protection from seas and swells by the land which 'hooks' out eastwards to the north of it.



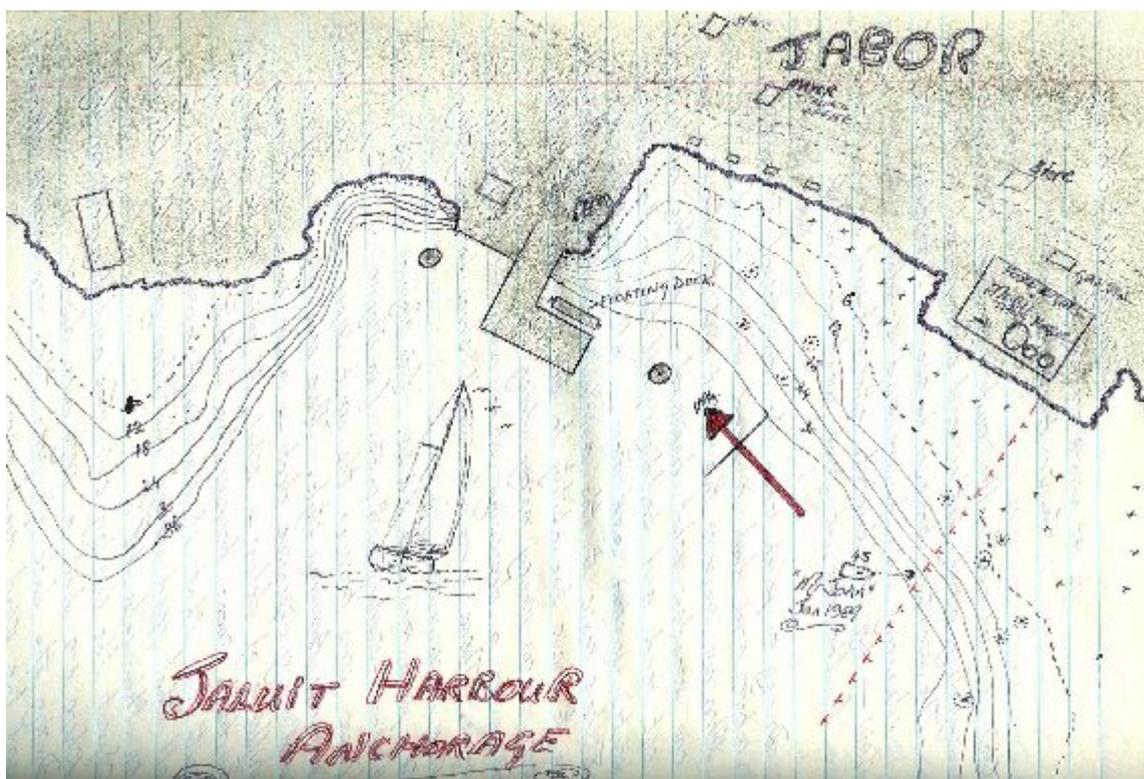


Arriving off the Pass at (A)05 55.7N 169 38.7E stay off the clearly visible reef to your port to (B)05 55.65N 169 38.5E and to (C)05 55.55N 169 38.3E..... From here head south until you see the dock, then curve around as indicated and anchor to the SW of the dock leaving room for local traffic.

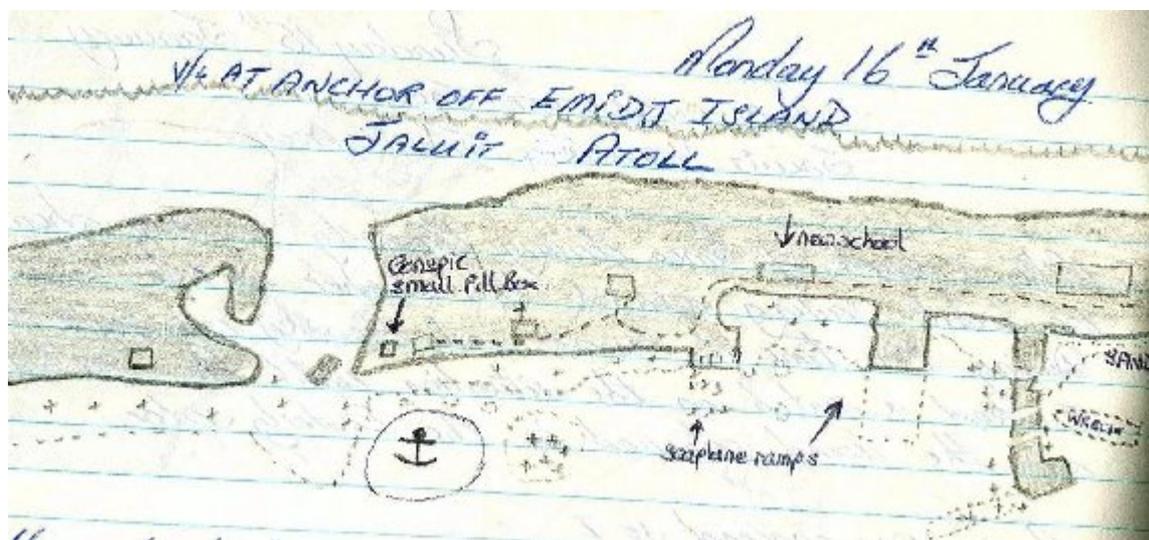
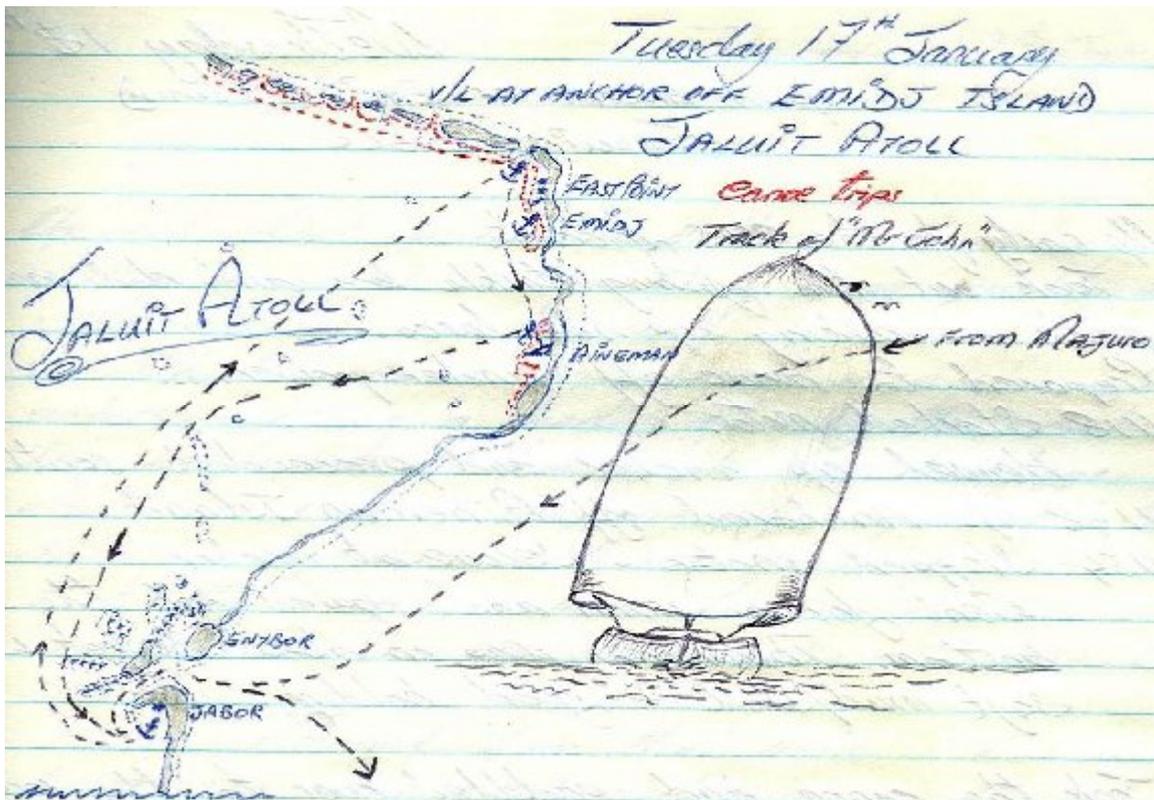


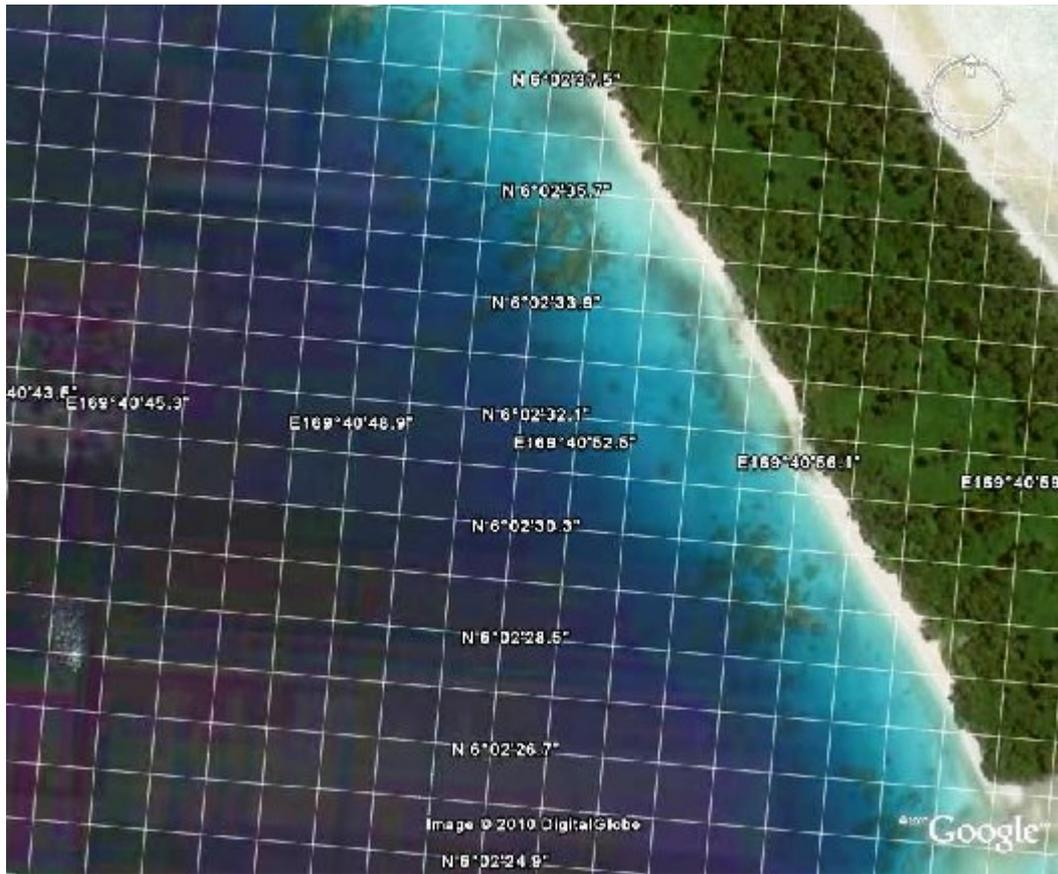


The Dock at Jabor has much traffic coming and going at all hours, leave plenty of room and be well lighted at night.



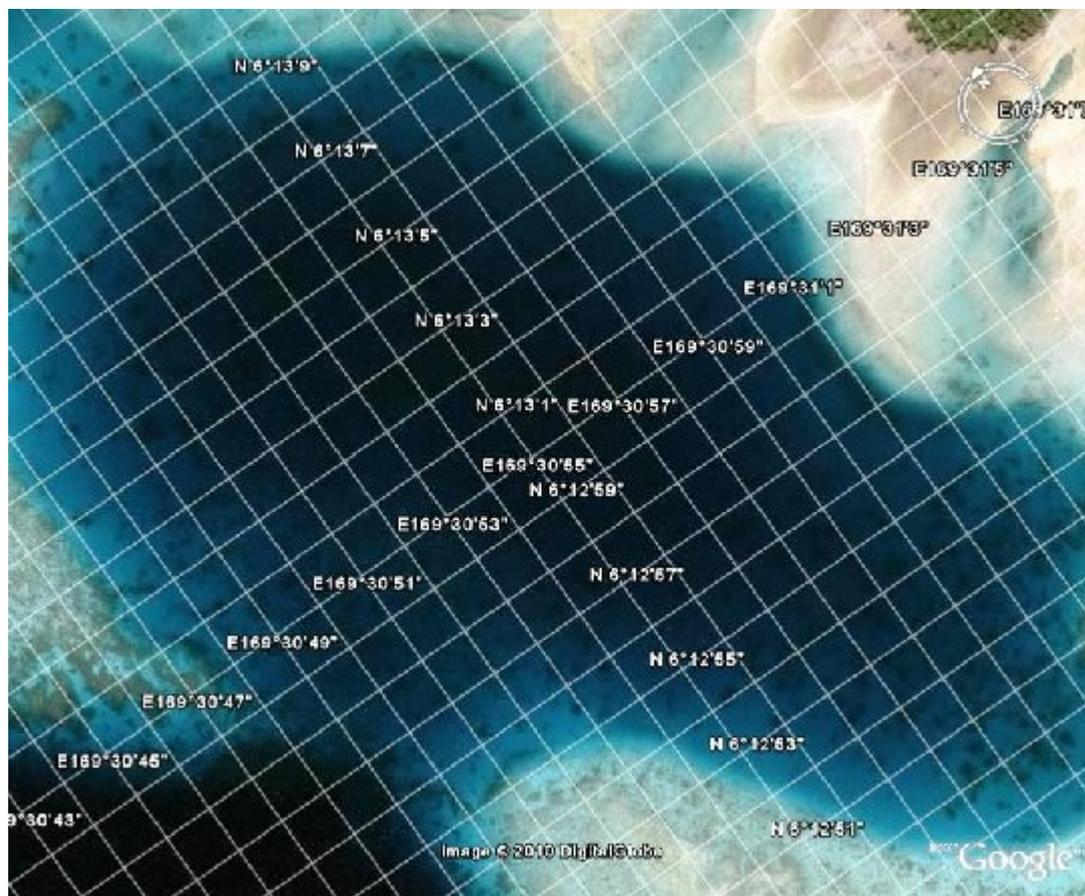
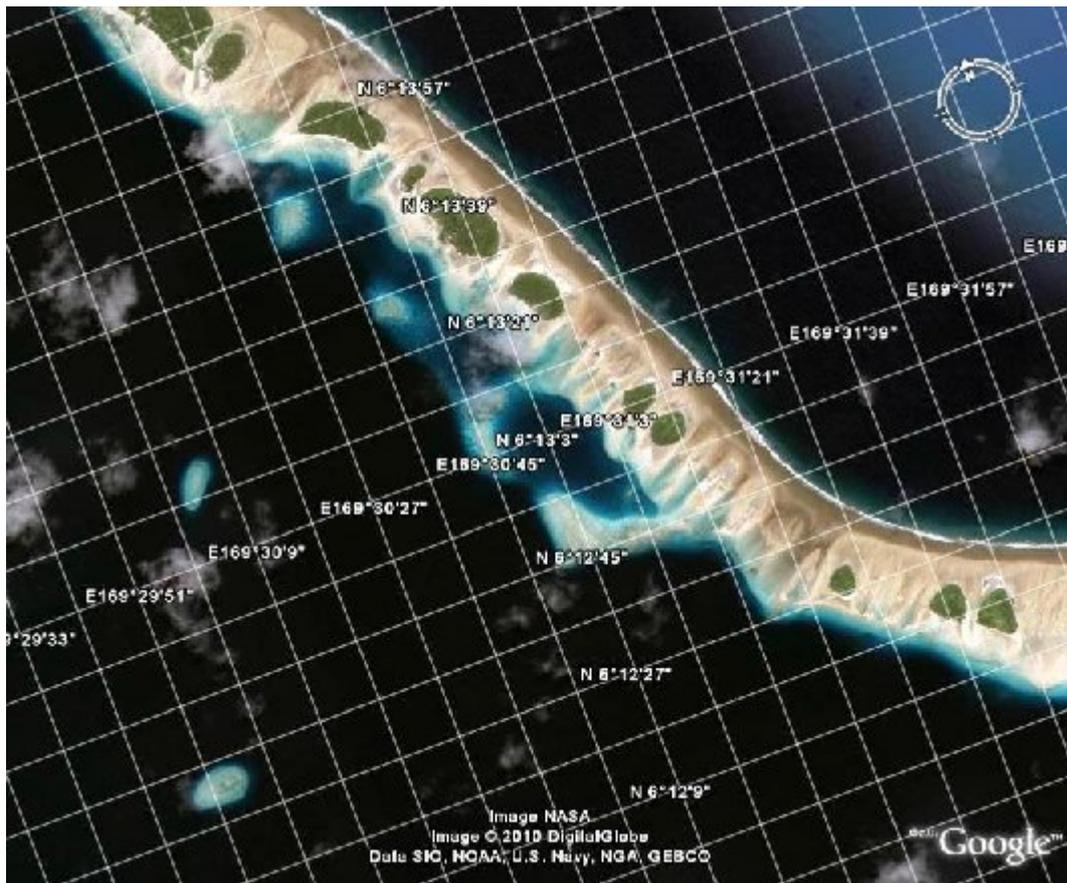
There are so many places to go within this lagoon it will depend on what you want and how much time you have. There are plenty of people in Jabor that will give you recommendations; I took “Mr John IV” up to Aineman Island and anchored just south of the wreck which lies beached there; it provided a nice breakwater to the north of us. Whilst there were a few coral heads, they were easily seen and we were able to fly the ‘kite’ and enjoy the flatter waters of sailing inside the lagoon.





If you look carefully, you'll just see the yacht masts sticking up beyond the wreck.....





Note: The following is mainly the work of Chris and Nancy of the yacht “Amulet”

over the latter part of 2007. This was then updated locally in Majuro but I don’t know who I have to thank for that. I have amended it where I saw any differences and I thank all who put work into this in advance.....

YACHTIE YELLOW PAGES

NOTE: Businesses listed are those normally used and recommended by the cruisers. There may also be more services and stores available. If you have further questions, don’t be afraid to ask on the morning Majuro Cruiser’s Net at 0730, VHF 68. The island’s only newspaper, the Marshall Islands Journal, is also a good source of local current events and info. It comes out every Thursday, but is datelined Friday.

DRESS: Dress in the Marshall Islands is conservative; knee-length shorts or skirts, sleeveless tops OK. Spaghetti-strap or strapless tops are frowned upon. The men do not wear sulus or lava-lavas (but if you choose to do so, in a smart fashion, feel free).

TIPPING IN RESTAURANTS: Tipping is not expected in truly local establishments but in resort and better restaurants, up to 10% is not unreasonable for good service.

ACRONYM GUIDE:

Marshallese love to use acronyms. Taxi drivers will understand where to go when you use them. The following are some you should familiarize yourself with:

RMI Republic of the Marshall Islands

DUD Darita-Uliga-Delap (islands that make up Majuro town)

BOG Bank of Guam

MBYC Mico Beach Yacht Club (club room in MIR bar)

MEC Marshalls Energy Company (less than ½ mile north of NTA)

MIR Marshall Islands Resort Hotel (series of 3-story white buildings with turquoise roofs on south

side of harbor), 625-2525

MIVA Marshall Islands Visitors Authority (next door to MEC)

NTA National Telecommunications Authority (next to the big satellite dishes)

PII (“Pea-Eye-Eye”) Pacific International, Inc (next to Delap Dock),
625-3122/3560/5316

RRE Robert Reimers Enterprises Hotel (resort at head of north mooring field; hotel desk on 2nd floor),

VHF 78 or 625-6474

LISTINGS

1) ATM

One outside Ace Hardware and one Located at Bank of Guam, next to Payless. Can run out of money on weekends.

2) AUTO SUPPLIES

Auto supply sections at ACE Hardware, Do it Best, and EZ Price. Best selection of oil and fuel filters seems to be at PII.

3) BAKERIES

Bread at bakeries tends to be sweet; check out baked goods sections in Payless and Formosa grocery stores.

4) BATTERIES

Limited or no selection in deep-cycle batteries. Maybe try Island Eco, (see listing under SOLAR PANELS). Neal at EZ Price had some batteries and knew what he was doing with them!

Ace Hardware had a selection of ‘24’ and ‘27’ Exides... but you should check them out most carefully as they were not looking after them. Ask around for Tom Vance, he has a boat; tom@moanamarine.com ...he was starting up a dealership for Trojan Batteries. Larry at ‘Do it Best’, (**Larry Hernandez** doitbestlarry@gmail.com) will order them in for you if you need something special.... he gets regular shipments via container from the US.

5) BEER & BREWING SUPPLIES: No alcohol sold on Sundays except in the restaurants.

a) Beer: Pacific Pure Water (cheapest but limited brands), Payless, Formosa, & Shoreline.

b) Brewing Supplies: Ace's One Stop, Do it Best.

IMPORTANT NOTE: It is unlawful for the Marshallese to have or consume alcoholic beverages on the outer islands (except for Likiep), but not in Majuro. Keep all alcohol confined to your boat and do not share with the locals.

6) BOAT SUPPLIES

Limited selections at ACE Hardware, Do It Best Hardware, and EZ Price.

7) BOOK EXCHANGE

Monica's Restaurant has the Mico Beach Yacht Club book exchange library. One for one exchange. Magazines also. Try to keep neat.

8) CLEARANCE IN

Call Majuro Harbor Control on VHF ch.16, then follow instructions given. If no answer, take ship's papers, passports and proceed to Customs and Immigration, in that order. If questioned, state there was no answer to your radio call. No fees for clearing in. Dress neatly. See GOVERNMENT OFFICES for locations.

9) CLEARANCE OUT

Go to Ports Authority first to pay \$10 harbor fee for outward clearance. Then present PA receipt at Customs and get passports stamped at Immigration. See GOVERNMENT OFFICES for locations.

10) COPY SERVICES

a) Standard size: Copymasters (across hall from Copymasters store) or Office Mart.

b) Chart size: EPA office or PII, if machines are working.

11) COMPUTER HELP

Ask at TSL Enterprises. Located on 3rd floor, green 5-story building near MIR.

12) COMPUTER SALES/SUPPLIES

a) TSL Enterprises – 3rd floor, green 5-story building. Cheapest on bulk blank DVDs.

b) EZ Price – See MIVA map. Blank CDs & DVDs only sold singly.

c) Office Mart - ¼ mile south of College of Marshall Islands. Higher prices.

d) Copymasters – Ground floor, green 5-story building. High prices. NOTE: 35% restocking fee for returns with no cash refund, credit only; even if item is faulty.

13) DINGHY LANDINGS: Always use long painter to allow room for other dinghies. DO NOT raise outboards.

a) Shoreline/RRE – At head of north mooring field, at the Mobil sign onshore. Tie up at concrete steps nearest steel dock. DO NOT LOCK! Security patrolled.

b) Uliga Dock – Commercial dock between north & south mooring fields. Floating dock on backside. Main gate closes at 5 pm but side door remains open. Security guard at gate.

c) G&L Apartments – Within Uliga Dock basin. Tie up at concrete steps on landside. Danger! - rebar and concrete footings exposed at low tides.

d) EZ Price – At head of south mooring field, by pair of rusty ships. Tie up to rusty barge alongside. Danger! - thinning ladder rungs and holes and thinning metal in barge deck. A new addition (August, 2008) is a ladder on the southern shoreline side in front of the Micro Pilot and Micro Chief.

e) Payless – Sand beach across street. Children may play in dinghies.

f) MIR – Tie up at concrete steps. Security patrolled.

NOTE: Occasional patronage at RRE and MIR appreciated.

14) DIVE TANK REFILLS

- a) BAKO Divers – \$5 per tank, call Brian on SV Wildside, VHF 69 or 625-1175
- b) Marshalls Dive Adventures at Shoreline - \$5 per tank, some damage to valves in past.

15) FABRIC (Dress fabrics only)

- 1) Formosa (Delap) – Located next to Flame Tree. Best selection.
- 2) DAR Services – Located on street behind Formosa (Ulga).
- 3) Momotaro – Located midway between RRE and Payless.

16) FAX SERVICES

- a) NTA – Cheapest in Majuro but outgoing only. Cost based on phone rates; assume about 1 minute/page (e.g. \$1.50/minute to U.S., so about \$1.50/page)
- b) RRE – Send & receive capability; \$5 first page, \$1.50 each additional page.
- c) MIR – Send & receive capability but expensive.

17) FISHING SUPPLIES

Try ACE Hardware and Do it Best.

18) FUEL

- a) Gasoline: Shoreline. Same price at gas stations.
- b) Diesel: No duty free available.
 - 1) Shoreline ...Dock at shoreline being rebuilt..should now be in full operation.
 - 2) MEC - About 15-30% savings over Shoreline but 55 gallon minimum. See pg. 9 of Yachty Yellow Pages for instructions for filling by jugs.. Also, bunkering available at Delap Dock with less than a couple dollars bunker fee. Inquire at MEC office and Ports Authority. Delap Dock not very small boat friendly; check out beforehand.

c) Propane: Take your bottle(s) to Shoreline by 0745 hrs and give to Anton. He is Marshallese and usually at Shoreline drinking coffee, 0715-0745, ask around. He will take them to the MEC filling station and return them by 1230 hrs. You are responsible for their retrieval at Shoreline as he has no means to contact you.

NOTE: I went to MEC office and got a receipt with payment for gas.... next day took a taxi out to the MEC filling station across from the fish plant...they only take receipts not cash. Taxi back to the dock... all done in less than thirty minutes.

d) Kerosene: At gas station

e) Denatured Alcohol: ACE Hardware, sold in 1-gallon cans.

19) GARBAGE

RRE pays for a couple of large blue plastic dumpsters just to the north of the dinghy dock. Cost to use these is \$4 a month per yacht, payable at the beginning of the month to a nominated yacht club member (at the time of writing, September 2008, this was Russ on Hygelig).. You can choose to avoid this fee if you walk your garbage to one of the city's dumpsters, which are found along the main road.

20) GOVERNMENT OFFICES:

a) Customs - Located on 1st floor (ocean side), Government Building; across from Payless.

b) Immigration - Located on 5th floor, green 5-story Mako building near MIR.

c) Ports Authority - Located at Delap Dock, commercial dock on south side of harbor; .

21) GROCERY STORES: Always check expiry dates and roaches!

a) Daily:

1) Payless Supermarket – See MIVA map. Open 0800-2000 hrs, 7 days. Biggest grocery store with widest selection of foods and fresh vegetables. Watch prices rung up at register as not always accurate. Liquor section. Separate section for discounted, out-of-date foods but they can also be found almost anywhere!; ilitems marked with

red dot sticker; again, watch price at register. 8% discount with Senior Citizen card (60 yrs & over) but not if you're staying less than 6 months. (Watch the roaches getting into your bag... especially at the cash register!).

2) Formosa (Uluga store) - See MIVA map. Open 0800-2100 hrs, 7 days. Watch for

cucarachas in fresh foods area. Liquor department. Separate section for discounted, out-of-date foods. 6% discount with VIP card (50 yrs & older); also not for short-timers.

3) Division 7-12 – Across from G&L Enterprises, set back from road. Hit or miss selection of foods. Most times cheaper than Payless. Clean store.

4) Cost Price – Next door to Division 7-12. A lot of Oriental products. Best prices on case lots of soft drinks. Beware! - discounted, out-dated foods can be really old.

5) EZ Price Mart– See MIVA map. Small selection, some institution-sized. 5% discount with MBYC card.

6) Crazy Price – Located across from Flame Tree. Some Fijian products.

7) Majuro Market Place – Located at foot of RRE parking lot. Sometimes they have locally grown veggies & bananas. Cheap pre-made lunches.

b) Bulk: Payless Warehouse (near Payless Grocery) and Pacific Basin Wholesale (located next door to Flame Tree) case lots. Cash and carry. Open to public.

22) HAPPY HOUR:

a) Shoreline - For alfresco drinking, 1700-1900 hrs

b) Tide Table at RRE - 1700-1900 hrs

c) MIR - 1730-1930 hrs.

d) Flame Tree – See MIVA map; 1700-2000 hrs

23) HARDWARE STORES:

a) ACE Hardware – Ground floor of RRE. Well-stocked and largest selection. Not air-conditioned, so not conducive to browsing and things may be rusty. Friendly and helpful staff. Lumber also. (PLUS: Mosquitoes attack you whilst you're shopping) Quite a big supply of Marine items and Marine Paints.

BE AWARE: Ace do a great sale at Christmas / New Year....may be a good idea to save buying gear till then and get 30% off !!!!!

b) Do it Best – Near MIR. Air-conditioned, prices marked are not always current. Must seek out help if needed. Lumber also. (Discount for MBYC membership!!!)

c) See hardware sections in EZ Price, Formosa (Uliga store), Division 7-12 and MJCC.

24) HF RADIO:

Island Radio at Jeirok, Laura 528-2709

25) ICE: Cubes only, no block ice available.

a) Shoreline – They fill you a bag from ice machine. Price based on how much in bag. About \$1-\$2, (.25/scoop)

b) Formosa (Uliga) - About \$1.50 a bag.

26) INTERNET

a) Cafes:

1) RRE - \$5/hr, open 24/7, 4 computers. Go to hotel desk to purchase time. You will be given account number & password. (If on RRE mooring in N. Field you may be able to get Wi-Fi on board).

2) NTA - \$.08/min., 0700-2400 hrs, 7 days, 10 computers. Request internet access from

woman behind glass partition & she'll assign you a machine. You pay for time used. They also have aWi Fi hot-spot outside but no power...

3) MIR - \$.14/min, open 24/7, 2 computers or plug in own laptop

b) Wireless:

1) RRE lines - \$5/50 min., \$10/100 min., and \$20/200 min. wireless cards sold at desk. May need external antenna for best reception.

2) MIR lines - \$5/30 min. and \$10/1 hr. wireless cards sold at desk.

27) KWAJALEIN

Atoll with US military base for those cruisers looking for work. You must have a sponsor to visit. Civilian employment requires 2-year contract. Cannot live on vessel if working.

28) LAUNDRY

a) RRE/Shoreline – Located straight back from Shoreline boat ramp. Self service at \$1..50 wash or dry; mosquitoes a nuisance.

b) Good Earth – Located next to MJCC Yamaha. Self service at \$1.25 wash or dry. Wash machines larger than Shoreline. They will do it for you also at cost of machines but tipping recommended. You supply soap and must pre-separate.

c) Island Dry Cleaners – Next to Division 7-12. No self-service. Wash & dry \$17 large bag. Tell them no bleach if you don't want it.

29) LIBRARY

By Alele Museum. May let you take out books if you are staying a while. You can buy a membership card for \$10 a year. They have a couple of computers but these are almost always in use by local kids.... Also check out the yacht club's book swap at Monica's Restaurant in Uliga (one for one exchange).

30) MACHINE SHOPS

Machine Shop at PII

31) MARSHALL ISLANDS VISITORS AUTHORITY

Information, postcards, and maps. Delores deBrum-Kattil, general manager, 625-8771.

32) MEDICAL SERVICES

a) Doctor

1) At Majuro Hospital, see MIVA map. Expect to wait.

2) Majuro Clinic, opposite MIVA. Recommended only for getting something prescribed.

b) Dentist

1) At Majuro Hospital.

2) Dr. Hazel – 625-8935, see ad in MI Journal.

33) MIECO BEACH YACHT CLUB

Membership at \$15 (single) or \$25 (family). Call Karen on SV Seal. Discounts at EZ Price (-5%), Monica's Restaurant (-5% food only), and MIR Restaurant (-10%) with membership card. Cruising boat races during winter season with big Coconut Cup Race at season's end. Caps, shirts, burgees and courtesy flags available.

34) MOORINGS

Many moorings end in a loop for you to secure your lines to. Please tie to the loops to prevent chafe to the mooring loop (and your lines). If you feel you must pass through the loop with your lines then be sure to begin and end each line at the same point on your boat. Do not start a line on one side, pass through the mooring loop and end on the other side because as your boat swings, the line will slide back and forth through the loop and chafe it (and your line as well). Be safe, be kind and connect to the mooring loop properly.

a) RRE (north field) - \$3/day, call Cary on SV Seal. Cary periodically inspects these moorings.

b) Matt Holly (south field) - \$1.50-\$2/day, 30 days up front. See Matt Holly behind EZ Price, 455-5567. It is recommended you dive on your mooring here to inspect.

35) NOTARY

a) Majuro Court House – Convenient & cheap (\$5).

b) Various embassies/consulates – See Majuro phone book for listings.

36) OIL DISPOSAL

At Toyota Repairs, located behind Pacific Pure Water. From Shoreline dinghy landing walk to RRE Laundromat and continue down dirt road to the end at repair garage. Ask any of the workers

and they'll direct you to the used oil drums. Empty from your own container or leave disposables. No charge.

37) OUTBOARDS

a) New Sales/Repairs:

1) Yamaha - MJCC Yamaha, located just north of NTA, 0830-1800 M-F, 625-3500/3066. If locked go next door to MJCC general store.

2) Honda - H. Dulatrim, 625-5450, 455-5450.

3) Suzuki – Payless Motors, 625-3210.

b) General Outboard Repairs: At Toyota Repairs, ask for Vincent or Anthony.

38) OUTER ISLAND ENTRY PERMITS

An Entry Permit is required for each atoll to be visited. Obtain forms at the Local Government office, 2nd floor in Ministry of Internal Affairs (next to Mobil Oil tank farm), 455-4143. Let them know your intended departing date or else they take their time getting your permits approved.

Entry fee per atoll ranges from free to \$250. Request a copy of the Lagoon Entry Fees when you pick up permit forms. When you visit the atoll, you must present your permit and pay the fee to the acting mayor. The exception is Maloelap whose mayor will collect the fee at the Ministry, to be refunded if you do not visit. But you still must turn in the permit to the acting mayor at Maloelap. NOTE: we paid on arrival...you should try to do the same in case the weather prevents your visit.

Currently, some dispute whether you pay the fee each time you visit. Recommend you

make copies of your approved permits and have the acting mayor sign it when paying the fee. You may well call going south as well as going north....

A permit is not required for Kwajalein Atoll but you must have a sponsor to visit. For Bikini and Rongelap, obtain approved Entry Permits at the Ministry, and then take them for secondary approval to their respective City Halls.

39) PHARMACY

No pharmacies on island. Check at Majuro Hospital for filling prescriptions. Payless and Formosa (Uliga) carry over-the-counter drugs, and health and first aid supplies. (Prescriptions are usually filled free after consultation with hospital doctor, which costs \$17.50 after registration.)

40) PHONES & SERVICE

a) Local Calls:

1) RRE – Ask at desk; they'll hand you a cell phone (\$0.25). Much noise from restaurant.

2) Formosa (Uliga) – 2 phones on 2nd counter to the right (\$0.25).

3) NTA – Phone on wall in lobby, to the left (free).

b) Long Distance:

NTA – 0700-2400 hrs, 7 days, \$1.50/min. to U.S. Take a number & wait in line, then give your name and number to the woman behind the glass partition and she will assign you a booth and arrange for Overseas Operator. Also Toll Free to U.S. but \$1.50/min. Collect calls possible at no cost to you. Pre-paid phone cards offer cheaper rates as low as \$1.00/min off-peak but you need a local phone. Don't know if you can use NTA phones.

c) Cell Phones:

Purchase SIM card at NTA \$15. Phone cards available throughout DUD. New cell phones available at NTA and other stores. Local calls \$0.10/min.

d) Skype:

1) Available using wireless and your own computer.

2) On at least 1 computer at MIR or plug in own laptop.

3) On RRE computers if you have it on your own thumb-drive and do it off-hours; must have headset with USB connection. Internet in Marshall's is rarely fast enough to allow Skype!

41) POST OFFICE

Main P.O. located across street from RRE, handles all General Delivery; small satellite P.O. next to Payless. Hours: M-F 0900-

1600, Sat 1300-1600. Use the following address when having mail sent to you at the RMI Post Office:

a. Mail from the USA: b. Mail from outside USA:

SV '*your boat name*', Yacht in Transit

your name....

General Delivery

Majuro Main Post Office, MH 96960 Majuro 96960

(Marshall Islands) Republic of Marshall Islands

NOTE: RMI is blessed with domestic mail status within the US Postal System (USPS).

Therefore, domestic First Class, Priority and Express Mail services can be used when mailing. NOTE: PRIORITY Mail seemed the way to go at the least cost...everything took +/-10 days from the US

Special services of COD, Delivery Confirmation, Signature Confirmation, Return Receipt and Express Guaranteed are not available. Currently, 6-10 days appears to be the norm for Priority Mail delivery from the USA. Generally, no customs duty experienced with "Yacht in Transit" designation but the letter of the law probably applies only to boat replacement parts.

RADIO

a) 98.5 FM for BBC world broadcast.

b) 89.9 FM for local news with BBC world news update.

c) 1220 AM with U.S. Armed Forces broadcast out of Kwajalein at 0700-0900 hrs.

43) REFRIGERATION

Several people that do repairs but no one in particular to be recommended. Check phone book.

44) SHIPPING/FREIGHT

a) DHL – Located in PII office, 625-6345.

b) Triple B Forwarders – They handle freight out of Los Angeles and Honolulu. Micro-Pak

Special: \$50 for 5 cu. ft. & 80 lbs. or less by air from Honolulu to Majuro (+\$17 minimum handling to PII). Use USPS domestic mail to get to Honolulu. For information: email egutierrez@tripleb.com or AAlt@tripleb.com.

c) Federal Express (FED EX) – Located in Central Maritime Agency, across RRE parking lot. Currently receive only, no outgoing.

NOTE: No customs duty for “Yacht in Transit” designation but this really should apply to only boat replacement parts.

45) SOLAR PANELS

Very limited supply. Try Island Eco (located by NTA), 625-7786 or EZ Price. OR Tom Vance (see Batteries)

46) TAXIS/TRANSPORTATION

a) Shared Taxi: Anywhere in DUD area, \$1 Outside DUD, fare by negotiation; e.g. \$2 pp. to US Embassy

b) To Airport: Taxi, \$5 pp.

RRE airport shuttle; ask at RRE desk, donation appreciated

c) Mini-bus to Laura: \$3..00 pp, leaves from RRE parking lot about every 20 min.

47) VHF COMMUNICATIONS

a) VHF channel 68 for contact, then switch to ch.74 or ch.77 to talk.

b) Majuro Cruiser’s Net at 0730 hrs on ch.68, M-F.

48) VIDEO RENTALS

a) Entertainment Center – Located just south of NTA. DVDs at \$2.50/night or 3/\$5. If you pick up on Saturday, you return on Monday for 2 nights viewing. Open noon-2300 hrs M-Sat., 1500-2200 hrs Sun. NOTE: Most if not all of their DVDs are region free.

b) DAR Services – Located on street behind Formosa. DVDs at \$2.25/night.

49) WATER...

NOTE: IT RAINS HERE... BUT MAN DOES IT POUR!!!!

a) Shoreline - \$0.40/gallon, potable quality questionable.

b) Pacific Pure Water – RO water, potable quality. \$1/gallon in either a 5 gallon carboy (\$10 to buy container; non-refundable) or will fill your own jugs, 625-3140.

50) WELDING

a) BAKO Divers – Call Brian on SV Wildside, VHF 69 or 625-1175, can do in-situ work.

b) PII – 625-3122.

c) Toyota at RRE

51) YACHT HAULING

By mobile crane, approximately 25-ton maximum, call Cary on SV Seal...NOTE...I looked at this and it's really for emergency only... they do have spreader bars and local boats do come out but the storage area is rough to say the least and the ground is not firm so the boat may settle into the stands....be very careful!!!

52) YACHTIES NIGHT OUT

Dinner every Tuesday at 1800 hrs at one of 3 restaurants: Tide Table at RRE (Mexican Night) –

Monica's (Chinese food) – MIR (pizza night), in that order.

NOTE: We didn't do any of these as we were too afraid to leave our boat un-attended at night....your call!!!!

MAJURO YACHT DIESEL BY JUGS

A system has been set up to obtain diesel via your jugs. However I think that's all old stuff now as they were re-working the shoreline area and there should be a fuel dock available there by now.....

NOTE: Half way between Shoreline and Payless (down in the SE corner)..there is a Service Station with a bit of beach in front... I went down there at HW with my Jugs and just walked across the road.... NO PROBLEM.

DENGUE FEVER on a special this year 2011.... State of emergency declared in Majuro ...over thirty cases...

If you go to an affected area, they may not let you in at the next place you want to go!

STAPHYLOCOCCAL INFECTION: Rampant in the waters off Majuro town....if you want to swim best take a five mile hike across to Enamanet Island!!!!

OK..... That's it.... I think I missed out an awful lot both good and bad.... but when you get there the locals will fill you in.....The local yachting crowd is exceedingly helpful and friendly.....

Many thanks to all who helped with the above, Google of course...don't leave home without it! Some info I got from the brains of the MBYC, who even ran a seminar to acquaint us visitors with the outer islands....That and other helpful seminars; most helpful and appreciated.

The Yellow Pages with modifications above.....thanks to all who contributed

Thanks to all who were there....all the cruisers passing through who contributed to keeping the Pirates off our boat during our visit.... a special mention of appreciation to "Seal" , "Panacea" and "Hawkeye" for helping out us visitors.

WHERE EVER YOU GO..... ENJOY WHAT YOU GOT

John Wolstenholme
Yacht "Mr John VI"
Nov.2011

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