Papua New Guinea Compendium
A Compilation of Guidebook References and Cruising Reports

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

Rev 2018.1 – February 4, 2018
We welcome updates to this guide!
(eespecially for places we have no cruiser information on)
Email Soggy Paws at sherry –at- svsoggypaws –dot- com.
You can also contact us on Sailmail at WDI5677

The current home of the official copy of this document is http://svsoggypaws.com/files/
If you found it posted elsewhere, there might be an updated copy at svsoggypaws.com.
Many thanks to all who have contributed over the years!!

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

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

This is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in places that the guides don't cover.

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

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

1.1 Organization of the Guide
This guide is loosely organized from East to West and South to North in PNG, along the route that a cruiser coming up from Australia would normally take. (This is the most common route). Those of you moving down the island chain will just have to read it backwards!

1.2 Overview of the Area
1.2.1 Navigational Cautions

From the 2010 CMAP chart in the Louisiades: (probably applies to most of PNG's reefy areas): The South Subtropical Current sets generally westward at 2 knots. However, it may be influenced by (a) The Monsoon (Nov-Feb) to set generally SE at 2 knots and (b) The Trades (May-Sep) to set generally NW at up to 1.5 knots. Tidal streams in reef and atoll openings are generally very strong and cannot be depended upon to turn with coastal high and low waters. See also nautical publications relating to currents.

1.3 Time Zone

1.4 Weather In This Area
1.4.1 General Weather Conditions

1.4.2 Weather Sources – With Onboard Email
Soggy Paws - 2014: In our transit through this area, what we used most of the time for watching the weather were these files (via the free service Saildocs):
Text forecasts ():

send tbd

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,LPTX

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

During times of tropical activity, we also found these sources useful for additional perspective

RCC Pilotage Foundation - Nov 2008: Weatherfaxes…
Check these, not sure if they still apply
Australia broadcasts on 5100.0kHz, 11030.0kHz, 13920.0kHz, 20469.0kHz, 5755.0kHz, 7535.0kHz, 10555.0kHz, 15615.0kHz, 18060.0kHz and Japan on 3622.5kHz, 7305.0kHz, 13597.0kHz, 18220.0kHz.

1.4.3 Weather Sources – Voice

Soggy Paws – 2017: Someone told us that Hans aboard Sea Goon hangs out in the Louisiades and keeps a net going on 8170 at 0800 Local.

1.4.4 Weather Sources – Internet

The Mother of All Weather Websites
This site covers Guam, but probably also covers PNG to a limited extent.
http://weather.jeffspiratescove.com/
This site is somewhat bandwidth-heavy, but a good place to start, and you can bookmark individual links of you are normally bandwidth-stressed.
Satellite Pictures
Western PNG:
http://www.goes.noaa.gov/sohemi/sohemiloops/shirgmscolw.html
Eastern PNG:
http://www.goes.noaa.gov/sohemi/sohemiloops/shnewguinea.html

1.4.5 Tropical Weather
The Joint Typhoon Warning Center is the best source of typhoon forecasting in the western Pacific.
http://www.usno.navy.mil/JTWC/
This site aggregates inputs from the various surrounding weather offices (primarily NOAA, the US Navy, and Japan) and produces a consolidated forecast.

PNG is generally considered out of the cyclone zone.

To check on individual storms, dates, etc, here is the website:

1.5 **Customs & Immigration**

Best to double-check the respective government websites before you make landfall, to make sure you are aware of the latest government requirements. Links provided below.

1.5.1 **Pre-Arrival – Visa Requirements**

From the PNG Immigration website:

**ENTRY PERMIT TYPES AND CLASSES**

**VISITOR CATEGORY - Yachtsperson**

- Owner, captain, and crew of a yacht as well as any accompanying spouse and/or children.
VALIDITY: All visitor entry permits are valid for a single entry stay of sixty (60) days from the date of arrival. Work is prohibited. ONE 30-day extension is possible.

WHERE TO APPLY: For those arriving by yacht, application can be made at ICD (IMMIGRATION & CITIZENSHIP DIVISION, DEPARTMENT OF FOREIGN AFFAIRS & IMMIGRATION OR PNG IMMIGRATION SERVICE) or at the designated international port of entry.

Designated PNG international ports of entry are:
- Jackson’s International Airport, Port Moresby;
- Daru;
- (Vanimo) Wutung; and
- Kagamuga Airport, Mt Hagen.

HOW TO APPLY

1. Complete the “Application for Entry Permit”* (Form 1)
2. Pay the Migration Service Fee (MSF) as set out in the Summary Table.
3. Provide passport and documentary evidence as follows:

Yacht person:

- Proof of ownership of vessel/captain’s papers;
- Ship’s log for details of crewmembers;
- Customs Clearance form must be completed.

Accompanying dependents and crewmembers are issued with a Tourist/visitor entry permit upon arrival.

EXTENSION OF STAY: Extensions can be granted once only for a maximum of thirty (30) days whilst in PNG.

Applicants for extension should:

- Complete the “Application to Extend Entry Permit”* (Form 4);
- Pay the MSF as set out in the Summary Table.
- Provide a letter stating reasons for extension.
- Provide a copy of return airline ticket.

Further applications will not be considered.

MIGRATION SERVICE FEES: All Tourist Visas are free. Extensions for yacht crews cost 400 Kina.

Alk – May 2016: Visa are required for most foreigners. Two months visa are issued free of charge. A two month visa can only be extended once for 30 days at a cost of Kina 400. Paperwork to extend is a hassle and not worth the trouble.

Segue – December 2014 – Clearing in to Rabaul with Visa On Arrival
(via Noonsite Published: 2014-12-04 Papua New Guinea)

There have been MAJOR changes entering PNG - and it's all good!
Previously, one needed a visa prior to entering PNG waters. This has now changed. The government has recently passed legislation enabling visas on arrival -- which applies to two ports of entry -- Port Moresby and Rabaul. While the new rules apply primarily to persons entering PNG by air -- at least in New Britain, it also applies to yachts.

We just cleared into PNG at the Rabaul Airport and were granted 60 day visas (free!) -- which CAN be extended for another 30 days at a cost of K$400. There was ABSOLUTELY no fuss or bother. So, the procedure for clearing into PNG (at least in Rabaul) is as follows:

1) Anchor in Rabaul just off the yacht club (it's easy to find -- it's to the right of the main wharf as you enter the Harbour).

2) Contact "Rabaul Harbour Control" on VHF16 and let them know you've arrived -- and request quarantine clearance.

3) Harbour Control will let you know when you might expect Bio Security to come out to the boat.

4) At the appointed time, keep an eye open on the shore and at some point a pick up truck will show up with both Quarantine and Health Inspectors. Go and get them in the dinghy. Don't worry, these are two (or maybe three) of the most easy-going civil-servants you'll ever meet). Their services will cost about US$90.00. Don't panic! Everything else is free after this point!

5) Next step is Customs. This is super easy, except you have to take a bus! Customs is located in the nearby town of Kokopo. From the yacht club, walk up to the main road and catch the #8 bus to the market for K1$ (50 cents). Then at the market, catch the #8 bus to Kokopo (K$3 -- us$1.50) to Kokopo. It will drop you off at the market. From there, walk about 150 meters to the Westpac building (blue roof). Customs is on the 2nd floor. Again, another awesome sort of truly friendly civil-servants. They were not at ALL concerned that we checked in some number of weeks after leaving our last port (Vanuatu -- we cruised the Louisades for some time before we checked into Rabaul......)

A note on security: Some cruisers have anchored off Kokopo, but it is NOT recommended. There is a lot of "banana boat" traffic from here to the nearby Duke of York islands -- and as recently as this week, a cruiser was assaulted on board and had some items stolen. Rabaul, on the other hand is more secure -- especially in front of the yacht club where there is 24/7 security monitoring the anchorage.

6) Last step is Immigration. Go back to the market and catch the #8 bus which will take you to the airport. This is where Immigration hangs out. If there's nobody there, duck into the arrivals area and find the Customs folks. They'll put out a call for the Immigration people for you. Don't be in a hurry. Chat up the Customs people. Lovely folks! You'll probably end-up having tea with them!

See more comments about Rabaul in general in the Rabaul section.

Tagtraumer – December 2014: It is very important that yachts follow the proper procedure for clearing into PNG through Kokopo/Rabaul.

You must anchor by Rabaul so that Quarantine inspection can be carried out before you are cleared in with Immigration and Customs in Kokopo. The authorities are extremely concerned that yachts are not adhering to the correct procedures. The Quarantine man, Peter Johnson, said the best thing to do is to go to the Yacht Club and they will help yachts do things the right way.
There was talk of fining us and another yacht who had done things the wrong way round too. Rabaul is the official Port of Entry, not Kokopo.

1.5.2 Pre-Arrival – Pre Arrival Notification Requirements

http://www.customs.gov.pg/04_aircraft_and_ships/3_smallcrafts.php

The government (Customs) website says this:

The Master of a vessel arriving in Papua New Guinea is required to give notice of impending arrival. There are several agencies interested in your arrival - principally Customs, Quarantine and Immigration.

To make arrangements for smooth processing, prior notification of your arrival is necessary. The Master of a vessel arriving in Papua New Guinea is required by law to give notice of impending arrival not later than 48 hours before arrival. Penalties may apply for failure to do so.

You will need to provide the following information:

- the name of your yacht
- your intended first port of arrival
- your estimated arrival time
- your last four ports
- the details of people on board
- including name, date of birth,
- nationality, and passport number
- details of any illness or disease
- recently encountered
- if you have any animals on board
- if you have any firearms on board.

However, they do not provide any information on WHERE to send notice of arrivals information.

Somewhere else on the Customs website, I found reference to sending Notice of Arrival to customsseaports@customs.gov.pg

Also Adina gave the email address of the Vanaimo harbormaster in mid2015 as Levi.Langai@pngports.com.pg

1.5.3 Immigration

http://immigration.gov.pg/

1.5.4 Customs

http://customs.gov.pg/04_aircraft_and_ships/3_smallcrafts.php

From the government website:

A cruise permit may be issued to the Master of the craft if Customs is satisfied the craft is transiting Papua New Guinea for non-commercial purposes. Cruise permits may be issued for the length of the Master's visa.

Extension of the permit may be granted on application, provided you have an appropriate visa. You will be required to comply with certain conditions attached to the issue of the permit.
Cruise permits will not be issued if:

- the vessel is owned or operated by a Papua New Guinean resident; or
- the vessel, or parts of the vessel, are to be sold or listed for sale.

If circumstances of the craft's presence in Papua New Guinea change, you are required to advise Customs. Failure to do so can result in a cruise permit being revoked and the vessel being imported at which time payment of duty and tax will be required.

What if the Master wants to fly home and come back later? This is possible but prior approval from Customs must be obtained. You should contact Customs to discuss.

1.5.5 Health

1.5.6 Stopping Before Officially Clearing In

1.5.7 Pets

1.5.8 Inter-Country Clearances

1.5.9 Clearing Out

From the Government website (edited to remove references only applying to PNG registered vessels):

Before departure from Papua New Guinea, Customs and Immigration clearance is required. This is available at any Customs port. Customs should be contacted in advance to avoid unnecessary delay. It is an offence to depart without clearance.

Requirements for Departure

Passports and completed Outgoing Passenger card for all persons on board.

Heritage Items: It is illegal to take out of Papua New Guinea, without a permit, items identified as being of great importance to Papua New Guinea's national heritage. These items can include a vast array of objects from works of art and archeological finds, to objects associated with our history such as Second World War relics. Further information can be sourced from the National Museum.

Wildlife: Exportation of endangered and threatened (animal and plant) wildlife and Papua New Guinean native wildlife is strictly regulated and in some cases is illegal. Information and permits regarding the exportation of wildlife and products made from them is available from the Department of Conservation.

All permits must be obtained before you leave Papua New Guinea. Severe penalties apply for offences against the International Trade (Flora and Fauna) Act.

Adina – August 2015 – Checking Out at Vanimo: Vanimo is a small town on the western end of mainland Papua New Guinea. Adina was there on 31st August 2015 to obtain our visas for Indonesia and to check-out from Papua New Guinea. The town has had security issues in the past so you need to take care both on land and on board. We arrived early and completed formalities within the day and did not stay overnight.

Anchoring: The bay is large and shallow and reasonably well protected in SE trade winds. Initially we anchored at 02 41.028S 141 17.86E near the dock as we had been advised the dock
has security. We then had to move to enable a cargo ship to moor stern to the dock. We moved to 02 41.048S 141 17.591E. Holding was good in both places in mud and plastic bags.

If staying the night the Harbour Master (Levi.Langai@pngports.com.pg) advises yachts to anchor as close to the dock as possible. This area is well lit on shore and in his opinion the safest position in the bay and in theory they have guards. If there is no ship, you can ask to actually tie to the dock which is at 02 40.993S 141 17.896E

One of us stayed on the boat and one of went ashore.

**Getting ashore:** We took the dinghy to the right of the dock (when approaching from sea) which the local banana boats use – 02 40.991S 141 17.948E. This gets very shallow at low tide (less than 30cm for at least 20m from shore) so be careful if you leave your dinghy unattended. There was nowhere obvious that we could have chained the dinghy if we had wanted to.

**Harbour Master:** We were not required to complete any formalities with the Harbour Master himself but he was very helpful in helping us track done Customs and Immigration.

**Customs:** Customs are located inconveniently out of town. Ask the Harbour Master for help and he will get them to come to the dock or direct you to a taxi. Customs will want to see your check-in papers and will clear you out. It helps to mail Patrick Kinavaip@customs.gov.pg 24 to 48 hours in advance of your arrival. His number is 457 1192. Other yachts have had their passports stamped by customs so go here first and ask if they will do it for you. We went to immigration first as customs were unavailable.

**Immigration:** We found the Immigration Officer at the airport 02 41.210S 141 17.966E but he does move around! Ask the Harbour Master or Customs to try and contact him first. A departure card is all that is needed and your passports will be stamped.

**Other facilities:** There were a few basic shops in town plus a small fresh market. We did not spend any time looking for anything else!

### 1.6 Local Information and Customs

#### 1.6.1 Security Issues

**Alk – May 2016:** We felt absolutely safe in PNG and people were friendly wherever we anchored. That said, we never visited any of the bigger cities which all have 'rascal' problems except for Alotau. But be prepared for inquisitive, friendly visitors in canoes even in the most remote locations who want to trade veggies/fruit for fish hooks, lines etc. Occasionally villagers traded for money so bring small denomination notes of Kina.

**Segue – December 2014 – Rabaul:** A note on security: Some cruisers have anchored off Kokopo, but it is NOT recommended. There is a lot of "banana boat" traffic from here to the nearby Duke of York islands -- and as recently as this week, a cruiser was assaulted on board and had some items stolen. Rabaul, on the other hand is more secure -- especially in front of the yacht club where there is 24/7 security monitoring the anchorage.

#### 1.6.2 Anchorage Ownership

**Screensaver – 2017:** So far all the Islands we have been to in PNG they are very quick to tell you they own the Islands, the water and the reef's. These are portrayed as traditional land owner ship rights, recognised by PNG. I thought the point of the statement might be a lead in to
asking for money, but it seems that was my pessimistic westerner hat because they don’t ask for money.

1.6.3 Languages

Endless Summer – 2011: One of the very unique things about PNG is that there are over 800 languages spoken in the country. Most of those who have gone to school speak at least a little English. Otherwise, the only common language they have is Pidgin, which is a weird derivative of English. So, all over Kavieng there are signs often in Pidgin. My favorite was a sign advertising coffee and the Pidgin word on the sign said "kick-start-em-day" (not how it was written, but that's the phonetic result); that cracked me up.

1.6.4 Betelnut

Endless Summer – 2011: Betelnut is a slightly intoxicating and addictive root that they mix with lime and mustard and chew. Nearly everyone there, men and women alike, had red lips and red teeth from chewing betelnut and the ground is full of what look like blood stains because everyone spits it everywhere! It's not a good look!

1.6.5 Shell Money

Anui – 2011: Bagie is the shell money traditionally and currently used in PNG. It is formed from shells gathered from the reef and then shaped by hand into small coral-coloured discs that are threaded onto rope along with decorative shells and seeds.

Bagie are still used for purchasing brides, livestock and other items between the islands. Each length of bagie has a specific value. I traded for dozens of them, most of which I modified into long necklaces, but a couple of which we kept in their traditional form. My son has a very cool bagie of his own, after a man came to trade and accidentally dropped his necklace into the water. Seth dived and found it and the man insisted on giving it to him – so kind, as the bagie are a very valuable item.

1.6.6 Trading

Adina – 2015 – Trading in the South Pacific: We found trading a great way to engage with the local people living on many of the islands we stopped at in the South Pacific. In the more remote islands trading with yachts has become a way for these people to source supplies they need but can't access. It is also a way for yachts to source fresh fruit and vegetables; at times we would be several weeks between main towns and therefore relied upon trading for our fresh supplies.

Our trading started in some of the remote islands in the east of Fiji, continued throughout Vanuatu and became a part of our everyday life in the Solomon Islands and Papua New Guinea (PNG). People would paddle out to Adina with fresh produce from their garden, whatever was in season at the time. In the Solomon Islands people also wanted to trade carvings and woven baskets and bags. At some islands we were able to “order” crayfish for trading. Sometimes we traded as we walked through villages. We never went short of fresh fruit and vegetables!

HOW WE WENT ABOUT TRADING

We always tried to make sure we traded fairly, giving back equivalent or more than we were being given. We looked at prices in shops and at the fresh market at the first town we arrived at in each country to gauge this. For example, in the Solomons we saw that a kilo of rice or flour cost around SBD15, whilst bundles of vegetables at the market were either SBD5 or 10
depending on the size of bundle. So if we were given a decent bundle of two or three different vegetables together we knew it was worth at least one kilo of rice.

We always traded with the first person to come to the boat in each place we anchored, even if we did not need or want what they offered. We felt this was the right way to start our relationship with the village.

We always asked the trader what they would like in return. In some places they would simply say "it’s up to you" and in others they would be specific. If we had what they wanted we would give it. Sometimes this would mean we’d give them more than they’d asked for to ensure we gave a fair trade whilst others might get lucky, for example getting a t-shirt for a bunch of bananas. For the shy, we would prompt them with the types of things we had and if they still wouldn’t say what they wanted we’d tend to give them rice and corned beef as we knew these were favoured items.

We would tell traders if there was anything we were looking for, to see if they had it or anyone else in the village did, emphasising the need for small portions "as we are only two people". In the Solomons we often asked for eggs and found that people wanted money rather than a trade, which was fine by us.

We always traded with children regardless of what they brought us. Sometimes this would be a pair of coconuts, a few oranges or as extreme as twelve papayas and a bird as we experienced at one anchorage! If the children brought a lot of produce, clearly from their parents’ garden, we’d give something for them (biscuits, a ball, hair bands) and something for them to take to their parents (rice, corned beef). If there were lots of children in the canoe together bringing a small offering, such as a couple of coconuts between them, we’d give them a packet of biscuits to share. Unfortunately some children would throw biscuit packaging in the sea despite us asking them not to, so we started asking for the packaging back or gave the biscuits out one by one to each child to avoid giving packaging at all.

Another yacht we met said they made popcorn when there were many children coming to visit, but had the same issue with the plastic bags they used to distribute it. We found children the most entertaining traders, some returning multiple times with different produce to see what goodies they could get from us! In many places children were asking for pencils and exercise books for their school work which we happily gave.

Occasionally we did say no to adult traders. In some anchorages we were inundated and it would have been mad to trade for everything that was offered. In these instances we would politely tell the trader we already had more than enough, thank them for coming to see us and ask them to tell others we now had enough of the fruit or vegetable in question. We would also tell them if there was anything else we were keen to trade for.

**Making “tok-tok”:** Some traders would come to the boat and simply want to trade, paddling straight back to the village. Others would want to stay and chat, or float a little way off Adina just watching us work or looking at things on the yacht. We never had a problem with this as we found people generally to be very well meaning and simply inquisitive. We would always make time to talk - you are curious about them, you should expect them to be curious about you and talking is an important part of life to the islanders.

We found that certain items would become popular in a particular village. For example, we would trade children's pants with one person and half an hour later have two more canoes at the boat asking to trade for pants too - it was as if word had got out that we had pants on board!

Packaging is precious! If someone gave us their produce in a plastic bag, no matter how small, we always emptied it and gave it back to them. Bags of any size are valuable in remote islands!
We often gave our trade in a bag to ensure it would get to shore still dry. And we gave the larger rice/flour sacks away - these are valuable items for transporting produce from the gardens and in some places are made into shoulder bags and school bags.

We would always carry a few items for trading in our rucksack when we went ashore to enable us to trade if we met someone with vegetables. These items also doubled as potential gifts to give to a chief if it was our first time going in to the village.

Save some things for the next village. We found some villages would quite happily have traded until we were empty, but you always have to think there is another village ahead and people there who will also be desperate to trade with you. So be careful and save trading goods for throughout your trip.

Trading and not just giving. We followed this rule as we believe giving alone sets a bad precedent as islanders will then expect the next yacht to do the same and in time it could cause problems. Similarly we learnt not to hand things over for a trade on the expectation of the person returning with their trade as the few times we did it, they never returned. That said, we had a golden rule that if anyone genuinely needed medicine or school material we would happily give it to them.

**WHAT WE TRADED**

We carried a selection of items purchased specifically for trading. At times we also traded from items we had on board for ourselves. The list below is exhaustive; we've annotated the most popular items with stars.

**Food items:**
- Rice*
- Sugar*
- Flour
- Tea bags
- Coffee
- Corned beef tins*
- Salt
- Powdered milk
- Sweet biscuits*

We would bulk buy rice, flour and sugar in sacks and re-bag into one kilo bags. Over the first three months of the 2015 season when we spent time in north Vanuatu, Solomon Islands and east Papua New Guinea, we traded approximately 60kg of rice, 15kg of flour and 10kg of sugar. We could have traded more sugar if we had been carrying it. To try to avoid issues with weevils we bought the sacks of rice and flour at main towns as we went along, rather than buying it all at the start of the season.

**Household items:**
- Washing powder for clothes*
- Matches
- Cutlery
- Cooking utensils (wooden)
- Plates, bowls and mugs (plastic)

**Stationery:**
- Biros
- Colouring pencils*
Pencils*
Pencil sharpeners
Exercise books*

**Fishing materials:**
Small hooks for trolling when paddling a canoe*
Medium hooks for trolling from a banana boat
Fishing line*
Small plastic squids (called "bait" in many islands)

**Toys for children:**
Small bouncing balls*
Skipping ropes
Hair bands (in pretty colours)*
Small toy cars
Swimming goggles*
Balloons
Bubble blowers

**Clothing:**
Ladies t-shirts, shorts (to the knee) and sarongs*
Men's t-shirts and shorts
Children's pants, t-shirts and shorts*
Flip-flops
Small bottles of perfume for the ladies

We had a mixture of new and pre-warn clothes; people were perfectly happy to trade pre-warn clothes in good condition. We'd agree with the trader what type of clothing they wanted then show them a few options in about the right size to allow them to choose. This was particularly pleasing to the girls and children!

**Solomon Islands only, for carvers:**
Sandpaper of all grades*
Superglue*
Wood glue
Carving tools

Carving is big business in the Solomon Islands and we found these items to be things the carvers really wanted and actually seemed to expect yachts to be carrying to trade with them. We found we were able to negotiate combined money/trading item deals for the carvings we wanted.

**SOURCING ITEMS FOR TRADING**

Whilst the list above looks long, we found just a few trips to different shops enabled us to set ourselves up. We then topped up in main towns along the way if we needed to.

We bought clothing in budget stores in New Zealand. We bought food items in bulk from wholesale shops to get the best prices – BonMarche Wholesale in Port Vila, Vanuatu was our main source for this. The rest of the non-food items we bought from Chinese shops in Port Vila, similar to those you find in many main cities in the South Pacific countries.

When buying in bulk, as we often were, we would ask for a discount and were usually given 5% or 10% discount.
We also always keep any items we no longer want that we think might be useful to islanders and these became trading items, for example old fins and diving masks.

www.yachtadina.co.uk


I made a strong point of explaining to islanders that I am not a charity. I carried goods on board for exchange and trade only, and this helped to establish a feeling of mutual respect between us that led to many rewarding friendships. I exchanged the following goods for fresh food, woodcarving and locally made jewellery. I ate a ridiculous amount of fresh crayfish.

General

Apart from second hand clothes, T-shirts etc. I also brought:
- old spectacles found in the 2nd hand shops
- hats
- cooking utensils
- small garden lights with mini solar panel found in hardware stores (buy the good ones as the rechargeable battery lasts longer)
- diving goggles and fins (even old 2nd hand gear is very useful)
- old sails to be recut and used on the dugout canoes
- needles and whipping thread to sew the sails
- silicon and sikaflex to repair cracks in the canoes and rainwater tanks
- cheap fibreglass bog to repair larger holes
- small re sealable plastic containers (yogurt and mayonnaise etc.) to make waterproof storage for islanders who spend a lot of time at sea in exposed canoes
- woodworking tools (saws, chisels, rasps, hand drills and metal files). These can be found in junkyard sales and bought cheaply as we now live in the age of the power tool.

Medical supplies

Like antibiotic cream, is very useful and will go a long way. There are some medical officers on the islands, but they are poorly trained and have limited resources. Ringworm is rampant through these islands and if you can afford to buy bulk anti fungal cream then take plenty with you. I was often asked for aspirin and paracetamol, but they were eaten like lollys so I stopped giving them.

If you feel comfortable administering antibiotics and anti materials then do, but if something goes wrong you may find yourself in a very difficult position. Consult with immediate family and the village chief and explain the risks beforehand.

Food

Goods like white rice in 1 kilo packets, white sugar, white flour, canned tuna, 2 minute noodles, and cooking oil were very welcome on the outer islands as these are very expensive for them to buy and make a change from eating yams and taro. This "cargo" can be bought cheaply in the larger towns like Rabaul, Alotou, and Honiara when you clear in.
Likewise, fishing hooks and line can be bought in bulk very cheaply, small diving goggles, dry biscuits, bush knives, submersible dive torches and flip flops (called “slippers”) can all be purchased at the large Chinese run trade stores in the big towns.

Children
For the children take pens and textbooks, coloured pens. Don't take sweets if you expect to get any peace and quiet. I offered them biscuits instead. In exchange I would ask them to sing me a song in their local language, I recorded it on my iPad then played it back to them. They were mesmerised to see themselves on video and fascinated to watch clips of other children from neighboring Islands.

Women
For the women take soap and laundry powder, shampoo, brightly coloured clothes (not too revealing), sports bras, thread and needles, hair elastics and combs.

Men
For the men take board shorts, hats (they spend a lot of time at sea), strips of stretchy rubber for their fishing spears, any metal that can be fashioned into a barb for the spears, cigarette lighters, newspaper for rolling cigarettes (they grow their own tobacco), torches, head torches, and batteries.

Do not expect expressions of gratitude and thanks on the scale we give in our culture. Even a significant gift or service rendered to someone may be met with minimal response, and more than likely a request for something more is made. You are dealing with people of a different culture and they have their own ways. It was enough for me to be aware that I was helping these people in some small way.

I did not take any alcohol for exchange. I always refused if I was asked for it. I never allowed anyone to come on board after dark.

Totem – October 2012: In Panasia Island we began to experience the rich Louisiades trading culture. Islands actively trade together, and visiting boats are of interest for the goods they bring from outside. Where islands specialize based on their available resources - clay pots made on Utian, canoes from the wood on Panaeti, lime for betel on Sabra, shells for bagi (for currency and ritual trade) on Nimoa and Rossel- cruisers offer staples otherwise sourced from distant trade stores for exchange.

Small villages, with a handful of families, live in homes of wood frame and coconut frond thatching. Footpaths connect one village with another. Sailing canoes traverse between islands, and here at Panasia, from one side to the other: the water route is easier to traverse than the paths through very steep limestone slopes. Unlike the rest of the coconut run we have sailed, these islands to not have a cash economy. There is no ubiquity to modern infrastructure or stores; trading goods is the primary method to satisfy needs for anything that cannot be grown or made from what is immediately at hand.

When we arrive, we make a gift of fish to the family on shore. We’re guests in their waters, and a “one for us, one for them” standard is used. Even though few families live here on Panasia, we have a stream of dugout canoes stopping by Totem. Seeing our sail as we progressed closer, they come in outriggers not just from the adjacent shore but around from the opposite side of the island, and an adjacent island where gardens are kept. Visitors bring what they have to offer: coconuts, papaya, sweet potatoes, eggs, cherry tomatoes, lobster. We’re asked for clothing (especially for children), rice, sugar, or batteries to power the lanterns and radios at home.
We’re learning from boats who have spent years here how this trading has changed as the number of visiting boats has increased. There is more of an expectation that cruisers will give without reciprocation from islanders- a break from their mutual trade tradition, “pem penpewa”. It’s easy to see how this happens. You may already have traded for more bananas than you can eat, but someone is offering more and they clearly seem to need the t-shirt being requested, why not?

Although we might think we’re a little shabby, our boat and basic gear represent immense wealth to an islander- from their point of view, why not ask for something you need? Although trading is a way of life, so is “hol hol”, the obligation between relatives to give what you have if it’s requested of you (not surprisingly, most trade stores are not run by locals, but by Chinese or other non-local ethnicities who do not have to submit to this).

One enterprising man comes with a prepared list of desired items. He seems a little surprised when we ask what he has for us in return, but laughs and jumps into trading mode when we use the Misima dialect terms for his tradition- “u pem, ya pewa” (you give, I give).

We have our trading training wheels on, but are getting into the rhythm. One trade at a time, we are finding out how to balance being fair with being generous, and be respectful guests in this beautiful place.


1.6.7 Malaria

Totem – August 2013: Papua New Guinea has sobering malaria statistics. It has the highest incidence of malaria in the Western Pacific. Internal problems with infrastructure, resources and funding give malaria victims an unnecessarily high mortality rate. We’ll travel from PNG to Indonesia, and continued endemic malaria: it’s not like anything we’ve experienced to date. So it might seem strange that we’re not going to take any anti-malarial drugs in PNG and Indonesia during our journeys in the coming year.

If you know us, you know we’re not big risk takers. We recently visited a travel doctor as part of our preparations. We brought our bias to avoid prophylactics and were expecting to have to “discuss” it. To our relief, was consistent the advice she gave us.

What are we doing, then? Lots of preventative measures.

Screening: Repellent-treated nets and screens (we got ours in Australia from Buzz Off) on our hatches and ports. We have the screens and nets, and will soak them in a solution of permethrin. The treatment is supposed to be good for about a year, and we have enough to retreat if it seems necessary.

We have additional nets, also treated, to drape our bunks at night. The romantic Out of Africa look is a bonus.

Repellents: Chemical free is best. We have little ultrasonic devices that are the size of a thumb. Battery powered, they emit a high pitch sound which mosquitoes don’t like. They don’t have a big range- just 8 or 10 feet- but that’s enough most of the time.

Good ol’ repellent lotion. First line of defence is based on essential oils; we have several to use.

As much as I hate using chemicals, especially directly on our skin, it’s a risk trade off with malaria that we have to weigh. If we aren’t finding success with the natural repellents, DEET based lotion is stashed too.

Coils. Hate em…. but have them, just hope not to use.
Smart Behavior: Avoid areas with lots of bugs (anchor awaaaaayyy from the mangroves!)
Choose light colored clothing, not dark.
No perfume/fragrances. Easy, since we mostly think they literally stink.
Stay put from dusk to dawn. This is when malarial mosquitoes are primarily active; we’ll plan our activity to try and ensure being inside the well screened boat during those times. Since we’ll be in islands without power, I don’t think it will be hard.

Testing and Treatment: And if we think anyone even MIGHT have malaria, test. We have 20 test kits (these are from Buzz Off, too): if anyone shows a sign of fever, they get tested. It’s a simple finger prick that you measure on a card. Pleasantly dummy proof.
TREAT. If malaria is indicated, we begin treatment. There’s enough Malarone on Totem for multiple courses. In fact, it’s probably an overkill quantity. I’m OK with that.
Take off! We’d head for a clinic the second anyone is diagnosed. Just because we can handle starting treatment doesn’t mean we think we should play doctor. Our medical kit is oversupplied if anything; the bigger problem then is the distance to a clinic that will have trained staff.
I can’t help worst-case-scenarioing on this. What if Jamie and I are both infected? I know from experience it can make you completely non-functional. It’s one of the reasons we’re hoping to find buddy boats who are also headed on this route, which is a big stretch from the beaten path.
* 2013 update: no malaria, but a few test kits were used during our time in PNG.

1.7 Yachtsman’s Services - Overview

1.7.1 Money

1.7.2 Diesel and Gasoline

1.7.3 Propane (Cooking Gas)

1.7.4 Groceries

1.7.5 Water

1.7.6 Boat Parts & Repairs

1.7.7 Medical

1.7.8 Laundry

1.8 Embassies and Consulates

1.9 Getting Visitors In and Out

1.10 Communications

1.10.1 VHF

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.

1.10.2 SSB Radio Frequencies and Nets

Soggy Paws – 2017: Someone told us that Hans aboard Sea Goon hangs out in the Louisiades and keeps a net going on 8170 at 0800 Local.

Forza – 2010: There is also a north Aust and Islands HF net, called the ‘Shiela Net’ at UTC +10 at 0800 every morning where you can hear the latest and check in. Sometimes we could receive and transmit but other times there was too much static.

1.10.3 Telephones & Cell Phones

1.10.4 Internet Access

1.10.5 Mail

1.10.6 News

1.11 Diving

1.12 Haulout, Storage, and Repair Facilities

1.13 Tsunami Information

Soggy Paws - March 2014: The entire Pacific Basin is subject to tsunamis. Since we have been in the Pacific (5 years), there have been 3 significant tsunamis which have affected cruising locations (American Samoa and Tonga in 2009, South America, Galapagos & Panama in 2010, Hawaii & Mexico in 2011).

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:

http://ptwc.weather.gov/
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 this 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.

### 1.14 Cruising Information Sources

We are indebted to the people and organizations below for documenting their experiences and sharing them with us. We hope they don’t mind that we've gathered their comments into this document to share with other cruisers who don't have internet.

A few details about the boats are included, where we know them, so you can assess what ‘a foot under the keel’ means, for example.

Where it's important, we've annotated the contributions. But every section is a mix of several sources.

#### 1.14.1 Local Websites

Here are some websites you should visit when you are looking for information on this area:

- [http://louisiades.net/Navigation](http://louisiades.net/Navigation)
- Royal Papua Yacht Club in Port Moresby
- Totem's post and linked map on reported good and bad areas in PNG:
1.14.2 Cruiser Reports

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 an SSCA bulletin. For the sources reported below as _____ - ______, much of the info has come directly from our cruising friends, helping to round out the information in our various Compendiums.


[www.maranatha.id.au](http://www.maranatha.id.au)  [https://yachtmaranatha.wordpress.com](https://yachtmaranatha.wordpress.com)

A LOUISIADES CRUISING GUIDE  This will be updated as time permits. The names of the anchorages and islands are spelt as the locals do them. For instance, the correct name for Pana Numara is Pana Umarla and the correct name for Tugala Island is Sudest Island.

While every effort has been made to ensure the accuracy of the information in this guide all responsibility for the safe navigation of the vessel must remain with the master of the vessel. We take no responsibility.

Dates under photos indicate when the photo was taken. In some cases the scene may be different now.

Use this information in conjunction with the passage waypoints listed elsewhere on the website.

**Totem (2012)** – Totem is an American monohull, that transited from Australia, through the offshore islands of PNG to Jayapura Indonesia.

[http://www.sailingtotem.com](http://www.sailingtotem.com)

**Endless Summer (2011)** – Endless Summer is an Australian-flagged catamaran that made its way from Australia through the offshore islands of PNG, and on to Palau.

[http://www.sailblogs.com/member/endlesssummer/](http://www.sailblogs.com/member/endlesssummer/)

**Anui (2011)** – Anui is an Australian-flagged catamaran that made it way from Jayapura to Australia via the offshore islands of PNG in Aug-Oct 2011.


These are for Micronesia, need to be updated for PNG…

**Westward II (2014)** - Westward II arrived in Kosrae in Jan 2014 and left Palau in ?? 2014, headed for the Philippines. They have a website [http://westward.steddy.com.au](http://westward.steddy.com.au), but most of the information in this guide attributed to Westward II was gained by verbal communications over the HF radio.

**Lorelei (2014)** - Lorelei left Pohnpei in February 2014 and headed west across FSM.

[http://yachtlorelei.blogspot.com/](http://yachtlorelei.blogspot.com/)

1.14.3 Circumnavigator's Yahoo Group

[http://groups.yahoo.com/group/Circumnavigation/](http://groups.yahoo.com/group/Circumnavigation/)

Once out of the Puddle Jump region, the only other similar group bulletin board.

1.14.4 Noonsite

Originally started by Jimmy Cornell, this site is a great repository of information for all those out-of-the-way places. Made possible by YOUR contributions.
http://www.noonsite.com/Countries/PapuaNewGuinea

1.14.5 Seven Seas Cruising Association

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

http://www.ssca.org

1.14.6 Ocean Cruising Club

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

http://oceancruisingclub.org

1.15 Printed Sources

1.15.1 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).

1.15.2 Recommended Reading

For background, we recommend the following books:

If you are interested in World War II activities in PNG, here’s an online link to General MacArthur’s Campaign through PNG:

http://www.history.army.mil/books/wwii/MacArthur%20Reports/MacArthur%20V1/ch06.htm

Or you can purchase ($9.99) and download the entire book on MacArthur’s campaign in WWII as an e-book from Amazon here. (Note, after I purchased it, I found it to be poorly transformed from paper into ebook, might be better to download the website version).
2 Passage Reports

2.1 Sailing Here from Elsewhere

2.1.1 From Micronesia

Miss Behave – Palau to Ninigo – July/Aug 2014: After clearing customs and immigration and paying the exit fees (many) we got underway at 11:11Am. Malakal Harbour was the first hint that things were to be less than perfect with 20kts from the SW. Exiting the eastern channel was like jumping into a washing machine. 3m waves and 25 kts from the south. Currently we have a wisp of a Genoa up and a 2xreef in the main. Waves are 2-3 metres, wind is 180/15-20 steady. We are well and getting ready for a roughish night.

July 30: Well we woke to a calm day with 15 kts of wind on the beam. During the afternoon the wind has backed slightly and it is now 8 knots but we have averaged 5 kts most of the day. Clouds are building to the east meaning a chance of rain. A small low was forecast. I had a sleep at 2pm and just as I woke we had a double hook up of 2kg mackerel landing both. It was sashimi for a late lunch and we will BBQ grill the other this afternoon. We are still heading east as much as we can before the winds turn SE.

Aug 1: 05 29.0’N:139 40.0’E 130|5kts|5|130, 640 miles from Manus Island

It was an eventful afternoon. Out of the blue we saw a small house floating on it’s lonesome. Sitting in the middle of nowhere was a hut on a bamboo platform. Noone there, no radar reflectors, nothing. It contained a small bed and was likely a fishing platform. Not the thing you want to hit in the middle of the night. As we pulled away from it a lovely yellow fin tuna took our lure and ended up as dinner. The winds that had been coaxing us east stopped abruptly leaving us no option than to start the engine. After 15 minutes the engine overheat alarm sounded. A pipe from the heat exchanger had popped off. I changed the raw water impeller and all is good.

Aug 2: 02 49.5’N:152 16.9’E 150|5|10|120, 300 miles

We had a great night sailing last night and tonight seems to be more of the same. Today we hooked a nice small tuna which we ate for dinner.

Kevin’s advice to a friend via email: I think that the conduct of your passage here will be totally reliant on getting several days of favourable winds which seem unlikely so make sure you load up on diesel and have a reliable engine.

We sailed initially for Ninigo then Hermit then Manus then ended up back in Ninigo.

Elizabeth Jane II – August 2014: Ed note: This is actually Palau to Solomons with a stop at Kapingamaranga, but the route is similar to that of going to PNG, so I thought it worth including.

Contrary to the weather forecasts that we were reading before leaving Palau, we were rocketing south and east and within 2 days we were being treated like royalty by the sea and enjoying the 2 kt east setting current at 40° longitude. Combine this counter current (so named because it runs opposite to the predominant current which sets slowly with the west bound trade winds) with 15-20kts of westerly winds and we were making an amazing 160nm a day which helped lift our spirits on this 2000nm journey to the Solomon Islands. The trip was not without its perils though; we were sailing through a low-pressure system that was forming into a tropical low further north. This meant that we were experiencing lots of squalls, some that we could see forming hours in advance and others that had the rigging singing before we know what was
upon us. Most packed some hefty winds of up to 35kts, with rain and then they whipped up the 
seas often creating some mighty uncomfortable swell conditions. We used the wind vane 
steering feature on our auto pilot which made for some seriously lazy sailing, as our rudder 
would turn the boat when the wind shifted (which was extremely often and up to 1800 in the 
squally conditions) so we didn’t have to continually gybe, which was handy when only one of us 
was on watch.

At 2am on day 5 the heavens opened and sent a torrent of rain that would have had Noah 
running for his raincoat and gumboots. The rain turned our deck into a swimming pool, ably 
captured to fill our water tanks. The 6 hour long deluge ended and took with it our spirits and the 
wind. But as the grey day emerged we saw that we had chipped away at our total passage 
distance by almost one third.

Day 6 marked the end of our fresh beef stores, we had been spoiling ourselves with beef stews, 
curries and stroganoff, the memory of Palau lingering.

Through the driving rain I could see a pod of dolphins having a right party in our bow wave and 
the swell. I imagine they did not want to pop their noses out of the ocean for too long, otherwise 
they might get a cold from the rain. The sea temperature was 29C, while the rain and wind 
made for a nippy time out of our nice protected cockpit.

Conditions? Well we had some reasonable swell, up to 3m and buffeting us from every angle. It 
made for an uncomfortable trip and had me slinking into corners with a green tinge taking 
notable shape on my face. Hugh’s long hours of studying the historical weather patterns and 
daily viewing of the counter current location on the US NOAA (National Oceanic and 
Atmospheric Administration) website had really paid its dues. Averaging 6 kts of boat speed 
plus 2-3kts of favourable current meant that we were getting through the long isolated ocean 
part of the journey at pace. The wind was always blowing, at between 10-20kts, but the direction 
varied almost by the minute. Relying on our wind vane steering made life a bit easier.

Day 8 saw the end of the low pressure system and therefore the strong winds. The wind was 
being extremely temperamental and only routing near squally storms could we gain some wind 
to propel us forward. The wind was so light and variable that the sails would flap and the boom 
would bang, while the chop from the swell would roll the boat from side to side. The easing up of 
the wind did not correlate to a more comfortable ride. So using the motor we would make some 
distance and sail when the wind decided to join us. We were also slowly making a bit of 
southerly heading and were approaching the unattractive equator and its notoriously hot and 
wind-free conditions.

A few fish caught made for some lovely fresh dinners.

On day 10 we bid the counter current adieu as it began to sweep northeast, weakening before 
disappearing below the surface entirely. Unfortunately our daily miles had dropped significantly 
to around the 100nm mark. The wind was still being fluky, but we were strategically planning our 
proposed arrival at Kapingamarangi Atoll, 250nm from the nearest atoll and 400nm from its 
mother-state island of Pohnpei (part of the Federate States of Micronesia), to ensure that we 
arrived at the best time of the day to make the tricky reef entry without incident. The atoll is a 
roughly squashed circular shape, an encircled lagoon ringed by reef with spotted sand bars 
located 1.5m above the high tide mark. We had some pretty poor information about the place 
and our maps left a lot to be desired.

The full moon and a spring tide would make for ideal entry conditions to the lagoon and on Day 
12 we were 25nm away at 7am. It was a steady sail north to the atoll and we were getting very 
excited and apprehensive about our intended stopping point.
1200nm, 12 days at sea and this was our first sighting of land. Paradise found!

**Kapinga to Solomons:** Still glowing from the magical break we had had at Kapingamarangi Atoll we launched into our next challenge, the final 700nm to the Solomon Islands western province. We sailed east initially, aiming to get more easting before we got stuck in the south-east trade winds that blow up the northern coast of Solomon and Bougainville Islands.

We were located at around 1 degree north of the equator and as such there was not much wind and it was hot. My was it hot. It was also still enough for us to jump in and have a cool off swim into water that was so clear and such an intense blue it did not give away the depth of the water that our charts stated were 4000m. But nothing could shelter us from the squalls, as the sun slowly dipped below the horizon we sailed into darkness as thunderstorms raged off each quarter of the boat. The storms would bring intense short rain downpours proceeded by 20kt wind blasts and 100 degree wind shifts. At dawn light would glimmer on the eastern horizon and become a searing globe by 8am and leave dim markers on the western horizon by 7pm. Dramatic cloud formations would tower into the stratosphere, leaving a sense of foreboding about the night ahead full of squally rains and strong wind bursts.

We were trawling a line but not until we angled south and passed through the choppy Bougainville Strait did we pick up a mackerel for dinner.

The shifting winds moving every 20 minutes or so made for extremely tiresome sailing. We rigged all the sheets and launched the spinnaker only for the wind to puff out and a squall to gather off port, shifting the wind. We dropped the spinnaker. The wind would blast at 25 kts for 10 minutes then puff out and we would be left suffering the swell generated by the storm gone passed. Finally we crossed the equator (passing a customary drink of rum to King Neptune on our way through) which boosted our hopes for favourable wind to take the final push south.

The last two days of passage wore us out with strong winds, big choppy seas and storms that would not let up. We hove to for 6 hours to try and let it pass. Pass it did as the 35kt winds slowly moved off to the west. This trip had really worked our patience and we were tired and snapping at each other. Probably a result of doing two long passages back-to-back with only a 3 day respite in the middle. As if King Neptune knew, to brighten our spirits we were gifted with a dolphin escort into the Solomon waters. Such a beautiful and welcome sight.

As we made our way to the north of Vella Lavella Island, we negotiated the tricky reef entry into Geva Harbour, slowly creeping our way over a shallow coral bar. But as we dropped anchor on the edge of the mangrove ringed cove, all we could hear was silence, interjected with a myriad of bird calls and the rustle of palm trees. Night was not far behind and lightning illuminated the sky as it flashed over the mountains in the distance.

Another Pacific Ocean stint, 700nm completed in 7 days. We were exhausted and very pleased to be in such a tranquil river to sleep off our long eastward passage - 19 sea-days and 2000nm from Palau. Welcome to the Solomon Islands!

**Amante – Chuuk to New Ireland**

When people think of Doldrums they think of light winds. This afforded us a chance to try out our cruising chute, which had moldered for 2 years after we bought it off a boat in Tonga. It was very helpful in reducing our fuel consumption, which is good because diesel cost about USD $4/gal in Micronesia. It worked well: we could go 7.5 knots in a 10 knot quartering wind, 4.5 with 6 knots.

For those who think the Doldrums are all light winds, be advised that squalls are common. Once we crossed to the south side of the ITCZ (Intertropical Convergence Zone) we started to get
nasty stuff and adverse winds, so down went the chute and up went the "Iron Main", i.e. we started motoring for the last 2 days. 

After about 5 days we arrived at Kavieng, at the west end of New Ireland, Papua New Guinea. 

2.1.2 From Indonesia

Gaia – January 2014: On January 5th this year we sailed off to Ninigo, PNG, from Waisai in Raja Ampat. We did a lot of research before we left. We read as much as possible on the internet, talk to as many people that might have info, and we investigated the weather.

Safety is a real issue. Overall you can say that mainland is a no go area for yachties. But on the internet is also a lot written about areas where we are very welcome. We've plotted them, and the ones we've seen so far has been the best of all places. Ninigo, Hermit, New Ireland, and right now we are in Atauu (last PNG atoll). After this we continue to Vanuatu, due May. To make it easy for you I will list all our anchorages at the bottom.

But season is a different thing. There is only 1 moment you can travel from West to East, and that is during the N/W season. And that season starts somewhere in December and ends somewhere end of April. The best months are Jan-March. During the season you will have the wind with you and also the current.

All the bad stories we read came from sailors that were sailing against the season. Especially if you want to sail to the East against the very strong S/E season. And it looks like that is what you like to do.

You also like to go to Vanuatu, but make sure you don't reach Vanuatu in the middle of cyclone season. The non-cyclone season is from the end of April till November. If you look on the gribs now, you'll see there is one close by Vanuatu right now.

But we still like to encourage you to do the trip, because we can say that till now it has been our most fascinating experience ever.

Here are the places we stopped along the way (dates are arrival dates):

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2.1.3 To/From Solomons

Mokisha – May 2013: We have arrived in Port Morseby, Papua New Guinea. We left the Solomon Islands, for the second time, June 8th. We got beat up so bad in the first attempt we
went back to Rendova to make some repairs and gather resolve. With the second attempt, on a good forecast, we got beat up again but we persevered. The second time was complicated by Colleen suffering the onset of Dengue fever. Her symptoms came on with the bad weather. We didn’t see the sun for the next 2 days. The second night featured torrential rain and frequent ship traffic.

We arrived in the Louisiades at the SE end and entered the Calvados Group at Snake Passage. This 6 mile passage from sea was featureless and could not be seen until we were within less than a quarter mile. From there we sailed about 10 miles per day through the Calvados to Verdano and then checked in at Misima. At this point we were on the fast track to Port Moresby so we could be in the Sail Indonesia Rally to Kupang, Indonesia.

**Shango – November 2012:** We left Vongo Island at the north end of Vella Lavella, Solomon Islands in the wee hours of the morning. When we looked back at the Island an hour later it was completely engulfed in rain. Timing is everything.

Our plan was to cut south of Bougainville through Bougainville Strait then to head offshore to Nuguria Atoll, two hundred and seventy-ish miles to the northeast. Our early start had us heading through the Strait during daylight although I’m not sure that was necessary given the placid weather we experienced.

In the afternoon we encountered a succession of unsettlingly large logs on our route. This, combined with a spectacular lightening show over Bougainville made for an anxious night. Once we were beyond the coast though, the logs pretty much disappeared as did the threatening weather. The rest of the passage was clear blue sky and the sound of our diesel engine.

### 2.1.4 From Philippines

**Forza – 2000:** We left Surigao late July and had very light winds mainly from the SW, so we took 17 days with a lot of motoring. Initially current was south going before we picked up the equatorial counter current but south of the equator we ran into strong adverse current which we then battled all the way to the Hermit Isles and, in fact all the way to New Ireland.

If we did the trip again we would seriously consider staying north of the equator in the counter current until north of Kavieng, New Ireland then dropping down. We found the wind, swell and current combination meant we could make southing fairly easily but easting was a real problem. Boats following later in August had better wind from the sw but still found the same easting problems as they approached PNG.

Once south of the equator we experienced frequent heavy squalls with tremendous thunderstorms.

### 2.1.5 From Australia

**Maranatha – May 2012 – Herald Cay:**

Anchorage Waypoint: 16° 56.436S 149° 11.626E

Approach Waypoint No 1: 16° 56.107S 149° 11.234E

Approach Waypoint No 2: 16° 56.264S 149° 11.514E

Waypoint No. 1 clears the outer reef area. It is a straight run to waypoint No. 2.
From there it is necessary to eye-ball to the anchorage point as there are a couple of very noticeable bombies which are easily avoided. Anchor in sand in 4 – 5 metres.

While not part of the Louisiades it is a good stop-over from Bowen or Townsville to Misima especially if clearing from Bowen and using the Flinders Passage. The bird-life is incredible and friendly.

2.2 Between Stops in PNG

2.2.1 Heading East Across the North Coast

Screensaver – July 2017 – Ninigo to Kavieng: People talk about getting the timing currents and winds right for East PNG route as we are doing. Technically we have it wrong, with wind and current against us. Personally though I suspect this would have made little difference (to this point) as there is next to no wind in these latitudes, never mind it being forward of the beam. Screensaver will actually sail in 10-12 knts if the wind is forward of the beam, but it will not sail at all with that little aft of the beam. As for the current, I suspect that has added 0.5knt against us on average. So if you come this way expect to burn lots of fuel and pay for it.

Miss Behave – August 2014 – Ninigo to Kavieng: This trip is rough. Winds and currents are playing merry hell. I also have a leaking raw water pump bearing which I will need to replace in Kavieng. We are ok but this is not pleasant. Last night we were hit with a 45kt winds and squall which lasted an hour. We should be in Kavieng tomorrow midday.

Later… We are about 6 hours West of Kavieng at the moment. As for the journey East from Ninigo--it was not easy. We first headed NE and had good winds and current for 16 hours but there the wind turned NE forcing me to tack south. I did one tack and decided, based on the gribbs, to sail west of Manus Island until I got a good wind angle. This happened and coincided with the southern tip of the reefs south of Manus.

The reefs are marked as incomplete survey but I can assure you they are there and very dangerous. I tacked east when I had a clear line for the Western coast of New Holland and we managed one complete run with 80nm of motoring to the western most tip of New Hanover.

We got slammed by a big storm on the way with 40kt winds and heavy rain. We had to motor because the wind was NNW at 7kts. Figure that out?

The gribbs were horribly wrong.

I decided to take the West coast route to Kavieng and glad we did so since we were able to sail the daytime seabreeze along the coast.

Last night we stayed at a great little bay at: 02 39.741S 150 23.220E. Best to enter on a heading of 300Mag. 7metres in mud with good holding. The village name is MAGAM (South coast of New Hanover). We were the first boat to visit them in their memory.

Summary of this leg: We left Ninigo last week and initially headed NE looking for the counter current. The wind died 100m out so I tacked and ended up sailing West of Manus till we could tack for New Hanover. We did a straight tack which took 4 days. There is nowhere to anchor unless you have 200m of chain. We got hit with a big storm that lasted 2 hours, 45kt winds and heaps of rain.

So far we have used 300 litres of diesel since leaving Palau which is good as we have not had to use the jerry cans. The watermaker is a must unless you have good rainwater collection on the boat.
**Anui – Sep 2011 – Hermit Islands to Kavieng:** We moved on after 5 days on the longest leg of our PNG adventure – 360 nautical miles East to Kavieng. This took us four days as there were strong currents and head winds. Scott tried hard to sail whenever we could as we didn't have enough fuel to motor there and so it was a tiring few days of constant sail changes and tweaking.

Vessels travelling East from Jayapura in West Papua into Papua New Guinea should note that safe opportunities for refuelling are very limited until Kavieng in New Ireland, some 670 nautical miles from Jayapura. It should also be noted that we experienced significant current against us (up to 3 knots) the whole way and that the prevailing wind is East/ South East, making sailing a challenge.

**Miss Behave – August 2014 – Kavieng to Tabar:** We left Kavieng at 8am and armed with a new water pump and overhauled turbo exhaust I was fearless until 10 minutes out. The engine overheated again, but I was able to solve the problem, so we continued on.

We plan to motor sail to Tabar Island on the East Coast of New Ireland and perhaps stay there tomorrow night. We are told not to swim at night due to the crocs. Judging by the number of large croc skeletons at Nusa resort I will not doubt the advice.

We sailed through the night and sailed for a spot recommended by FORZA and other cruisers. We motored through Saraware passage never seeing less than 15 metres under the keel then headed north to Tatau Island. We went further up the inlet and found a clean bottom in 12metres.

**Aug 18:** Our plans are to sail/motor down the East coast of New Ireland then look at the winds and decide on which side of Bougainville island to go. West side has many shoals but may have good winds. We will make that decision tomorrow PM. The GRIB winds are very wrong and I have given up using them.

Today we left Tatau Island and headed towards Lihir Island until we had a good tack for Cape Lemeris. We had ESE at 12kts. We then used the onshore wind for a while until late afternoon. We had 1kt of current setting to the SE which was not marked anywhere on my maps.

As I type this we are getting a NNW at 12kts and are on a STBD Gybe so go figure that one out! We plan to stay in Ghizo a few days then visit one or two nearby islands before heading to the Lousiades and Mackay if the winds play ball. I have seen enough to know we will be back to this neck of the woods when the winds are better.

**2.2.2 Louisiades to Port Moresby**

**Alba – July 2015:** (They left Panasia for a 365 mile trip to Port Moresby.)

To get to Port Moresby, we’re following the south coast of Papua New Guinea, aiming to stay 20 miles offshore and, for some of the night, we picked up a favourable ½ - 1 knot current, which is pushing us along nicely. We have to sail 365 miles and if we get lucky with the current, and average 6.5 knots, then we might be able to make it with just 2 nights sailing.

Our route to the pass next to Uruba Reef was very hard on the wind, so we motor-sailed for three hours, only achieving 4 knots because we were constantly stopped by the large head-on waves. We cleared the pass by half past eleven and were finally able to ease the sheets a little. But it was still tough for a few hours because the wind was 25 knots at 60 degrees off our port bow.

As the afternoon progressed, the wind settled down to 15-20 knots and backed, so by sunset we were on a pleasant broad reach doing 6-7 knots.
Apart from dodging a few ships, the night was pleasant, but very, very dark with no moon.

**Day 2:** We had squalls that caught us up every hour - in some the wind picked up from 20 knots to 30 knots with heavy rain and others just gave us rain.

It cleared up in the afternoon, but the wind picked up a little to 20-25 knots and we had 3 metre waves making it a boisterous ride.

There’s quite a lot of shipping that is following our route, so we’ve been monitoring the AIS closely.

Just before dark, I rigged up our spinnaker pole to port in anticipation of turning more downwind as we follow the coast line. It was a wild night. The wind wasn’t too bad at 25-30 knots, but the waves were large and steep making the boat slew around and surf up to 10 knots. It was hard to relax when on-watch and very hard to sleep when off-watch.

**Day 3:** By eight a.m., we’d done 170 miles in 24 hours - our best run ever. We only had 45 miles to go, so we looked forward to getting to Port Moresby in the late afternoon.

The wind continued at 20-25 knots from the SSE. We gybed the main as we turned the corner following the coast and then continued on a fast broad reach on starboard tack. We had a good angle to sail through Basilisk Passage and, once inside the barrier reef, had a lovely sail into Port Moresby in calm seas.

**Mokisha – June 2013:** In Misima Colleen was still having relapses of Dengue symptoms but we had to press on--the Rally schedule monkey was on our back. The next 10 dayhops were 30-40 miles in mostly overcast and squally weather.

We ventured into the reefs at Orangerie Bay on the S side of PNG where the few local people we met said they had never seen a yacht in those waters. Using very accurate AUS charts from Chartworld we were encouraged to venture where no one we knew of had gone and the Sailing Directions, Pub 164, said were not adequately charted.

Just as the coast started to turn slightly N we had clearer weather and Colleen’s symptoms finally abated. We arrived at Port Moresby on Sunday, June 30th and anchored in the Royal Papua Yacht Club’s “millpond” as Foehn wind bullets screamed down the canyons into the anchorage. Gene and Sheri, s/y Reflections, arrived a week earlier and arranged a large boat slip. We moved in behind them the next day. Sometimes you don’t know the weight of your burden until you put it down. That night we slept as if in a coma.
3 Eastern Offshore Islands
Maranatha – Oct 2006 - SAWASAWAGA BAY (Sariba Island)

Good anchorage. Beware of the very strong tidal current in Sawa Sawaga passage – up to seven knots.

No waypoint given, and I can’t locate this one, so it’s parked here for now.

3.1 Louisiades
Anui – October 2011: The Louisiades are frequently visited by cruising yachts, especially since the Louisiade Rally from Cairns began four years ago. This rally is a great idea, with a group of yachts spending 6 weeks in the archipelago delivering useful items to these remote islands – water tanks, medical supplies, clothing, toys etc. The rally participants are willing to pay cash for the carvings and baskets and freely give many items of value. This is lovely of them and much appreciated, but we found that this made the experience of the Louisiades quite different from the other island groups. The local people were more inclined to come out to the boat just to ask for things – something we hadn’t experienced much elsewhere – and to be quite focused on cash, though this is of limited use to them.

3.1.1 Bramble Haven
Southern Entry Waypoint: 11° 15.516 S 151° 55.996 E
Northern Entry Waypoint: 11° 10.422 S 152° 01.213 E

Anchor in sand in 5 – 6 metres of water. The southern waypoint gives a clear run to the anchorage as does the northern waypoint. There is some low coral among the sand.

3.1.2 Bagaman
Anui – September 2011: Then it was the Louisiades, starting with Bagaman. More trading, more canoes; a constant stream of requests and negotiations. We picked up some lovely ebony carvings and of course the Bagie Queen was in her element.

Nevertheless, the region is beautiful and we loved it. From Bagaman we had a blissfully quiet week or so in anchorages too far away from a village to allow so many canoes to come by. We visited some villages to deliver gifts and show respect to the families whose waters we were staying in. If we’d caught any fish, we offered these too and these were happily whisked away.

Some of these communities were desperately isolated and did not even have the means to collect water. They were reliant on the lagoon for fish and their gardens for taro, cassava and coconuts – any other items came to them by luck or chance. Health issues are not attended to; there are no medical services, women die in childbirth and children can easily become undernourished. We handed out sea-ulcer treatment – packs of antiseptic, alcohol wipes and clean bandages – but it is very little. Children learn to live on coconuts from infancy. As the need became more evident, the boat became lighter and lighter – we went through every cupboard for things that we could do without – clothes, plastic containers, sheets, towels, hats, ropes, tarps, buckets.

3.1.3 Chibudi Pass
Alba – July 2015: We entered the Louisiades from Vanuatu. The last fifteen miles to the reef passage seemed to take forever. The skies were overcast and very gloomy, with showers in
the distance. The wind was 20-25 knots from the south, so we were beating hard into the wind, heeled over at 30 degrees. I was worried about the light conditions, the strong winds and what sort of current and wave conditions we would have at the pass.

We arrived at 0830, by which time the sun had risen higher in the sky and the clouds were starting to break up. High tide was at 0615 (UTC+10), so we went through Chubudi Pass two hours after high tide and encountered a 4 knot current against us. Fortunately, the wind was with the tide, so we didn’t get any big standing waves.

We never saw anything less than 20 metres depth and the pass is 300 metres wide. (Our waypoints were:

11°05.181S 153°02.231E
11°05.653S 153°02.068E
11°06.021S 153°01.843E
11°06.529S 153°00.731E

From there we bashed against the current another 3 hours to anchor at Pananumara.

3.1.4 Pananumara

Alba – July 2015: After coming in the Chibudi Pass, we fought adverse current on our way to Pananaumara. We anchored in 6 metres.

The sea bed has lots of coral heads, so I snorkelled down to check the anchor, then put a fender on the chain at 15m with 30 metres out, which seemed to be holding the chain above the seabed. This is a lovely looking anchorage with a white sand beach, blue water and swaying coconut palms. It’s well protected from the south 20-25 knot winds that are howling at the moment.

3.1.5 Duchateau Islands / Deboyne Islands

Unknown Source ~ 2013: Rally stop. Est 9/17-20

Anui – October 2011: We ended our Louisiade exploration in the Duchateau Islands, where we saw not a soul. We had a solid week’s work on the boat to get ready for our return to Australia – our quarantine requirements are the most stringent in the world. We emptied and cleaned every drawer, cupboard and locker. We gave away all of our food that would be refused entry.

Tenaya – 2015: Keen to learn more about the Sailing canoes (sailaus in the local Misima language), built by master craftsmen on Panaeti and Panapompom, we sail 31 miles to Panapompom in slight seas and southeasterly winds of 11–17 knots.

Bommies (coral heads) are clearly visible 9m below as we approach the anchoring waypoint between Nivani and Panapompom, but then a man in a dugout canoe intercepts us and guides us to a spot he insists will protect us from the prevailing southeast winds.

Once the anchor is set, Martin comes aboard to share banana bread and stories. People in PNG love to tell stories!

Milia instilled the idea of locals respecting visitors and their boats. His rules – do not steal hings, offer to trade if you want something, do not ask for too much, do not let your canoe touch the sailboats, be polite.
One of his sons, Ishmael, is the new Ward Councillor. He is kind, soft-spoken and eager to liaise with the government to help the people of Panapompom. Julie Tobby is the head teacher at the elementary school – she wishes there was enough money for each child to have a simple desk to keep their notebooks off the dirt floor.

“Are there crocodiles here?” Jim asks Tobby, Milia’s son and Julie’s father. “No, the boys shoot them.” If there were crocs they would be in the river that must be crossed to reach the school, so when Roseanne’s dog bounds into the water and emerges on the other side unscathed, I am pleased. It’s hard to believe that six- to ten-year-old children make this hour-long trek through the forest twice each day.

As we near the three school buildings built of bush material, we hear excited voices repeating, “Dim Dim!” That’s what white people are called. Dozens of kids scurry about as Julie gives us a tour. We are impressed by her dedication and competence, and to see phonics written on one large blackboard and arithmetic on another. Education is important on Panapompom, and the kids are already learning English.

Money, called ‘kina’, is hard to come by. In the past people produced copra, but now the prices are very low. Men collected bêche-de-mer (sea cucumbers), but that is banned for the foreseeable future to counteract over-harvesting.

Because they need kina to pay school fees, parents sell intricately carved wooden spears, detailed model sailaus, lovely baskets and treasures from the sea to the few boats that pass through.

Lousiades.net – Nivani Island: Nivani is an uninhabited island next to Panapompom. You could almost walk between the two at low tide. It provides a delightful anchorage between the two islands.

On the beach facing the anchorage you will find some ruins. They are hard to identify now but the leftover structures used to belong to a copra plantation on the island.

Snorkelling - No visit to Nivani is complete without snorkelling on the wreck of the Japanese Zero fighter plane. The wreck lies upright and intact (wings buried) in about 2.5m of water in the anchorage about 50m out from the beach. A recon trip in the dinghy should be enough to locate it - start from the point of the beach closest to Panapompom, and work your way across the bay.

Maranatha – Sep 2006 – Navani Island: This anchorage is popular as there is a Japanese Zero in about two metres of water that can be snorkelled over. The anchorage tends to jiggle a bit in sustained south east winds. A better anchorage is on the north side of Pana Pom Pom Island.

Maranatha – Waypoints Alotau (in Milne Bay) to Pan Pom Pom - 2011

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</tbody>
</table>
Maranatha – June 2007 - Pana Pom Pom (N Coast):
Anchorage Waypoint:  10° 46.144S 152° 22.869E
This is a very still anchorage in good holding sand. It is a short dinghy ride around to the south side to Nivani Island. If coming from Alotau it is possible to go through West Passage and anchor at this anchorage safely at night.

3.1.6  Brooker Island
Maranatha – Oct 2011: Entry channel to the lagoon waypoints:
Waypoint 1: 11° 03.232S 152° 25.783E
Waypoint 2: 11° 03.160S 152° 25.894E
Waypoint 3: 11° 02.989S 152° 25.967E
Waypoint 4: 11° 02.860S 152° 26.220E
Waypoint 5: 11° 02.939S 152° 26.396E
Anchorage:  11° 02.995S 152° 26.441E
A very good anchorage with sand bottom. Entrance channel can be a bit tricky.

3.1.7  Panasia Island
Rally stop, 9/21-22. Limestone caves!
We were up fairly early to sail from Pananumara to Panasia, where we’ll stay until we leave for Port Moresby - we’d rather stay in one place for a few days and get to know the locals rather than flitting about from anchorage to anchorage.

We had a bouncy beam reach in 25 knot winds, but it was only 25 miles and we had a fast passage arriving in four hours. The entrance to the anchorage through the fringing reef was a little scary when approaching, but with good light there was no problem in seeing the deeper water and skirting around the shallower isolated reefs.

(Our waypoints were:  11°07.425S 152°20.611E, 11°07.537S 152°20.332E, 11°07.720S 152°20.147E, and we anchored at: 11°07.851S 152°20.111E)

The Panasia anchorage is deep and littered with coral heads, but we eventually found a place in 12 metres of water. I managed to hit a sandy patch with the anchor and then put two sets of fenders on the chain to lift it off the seabed. The anchorage is stunning, with blue water and steep cliffs towering above us - one of the top ten anchorages of our voyage so far.

I went snorkelling to check the anchor and then went to look at the reef by the shore. The reef was covered by a fine layer of sand and the water was a little murky, but I snapped some pictures of a couple of fish that I haven’t seen before - the 1 foot tall, Juvenile Longfin Spadefish were interesting.

While I was out, a guy called Frank and his son Michael came paddling up on an old surf kayak. By the time that I’d got back to the boat, they were on-board eating biscuits and chatting with Glenys. Frank lives on a neighbouring island called Small Panasia, which is a couple of miles away and has a small village - he’d brought a few vegetables to trade with us.

The islanders here are very used to trading for things. They are very isolated and trading is a way of obtaining hard-to-get items. Frank brought three lots of vegetables - one from himself,
and the others from two ladies. He had papaya, plus some kind of yam and he also had a Bush Fowl egg, which is twice the size of an ordinary hen’s egg, so we took that as well. We ended up agreeing to a bag of sugar, some sewing needles and soap for the ladies and for Frank we gave some Paracetemol, sandals and some clothes for his son. He says that he’s going to get four lobster for us tomorrow and would like some fishing line and hooks in return.

There was a nice sunset over the island and we’d just settled down for a quiet night, when a sailing canoe came into the anchorage and came alongside. The boat belongs to John who has a house on the beach near the anchorage, but at the moment, he’s staying over at Small Panasia and helping to catch a load of fish that they’re sending to Misima tomorrow.

We dinghied out to Nasakoli Island, which is about 1½ miles across the lagoon. It’s a small deserted island with a beautiful white sand beach, which is good for shelling. When we arrived we found Frank sitting on the shore - he’d been out on the reef looking for lobster for us and had come to the island for a rest. We told him that John had delivered four lobster last night and we only needed two lobster from him, which he accepted with grace. He then walked around the beach with us, helping Glenys to look for shells.

Just after we got back to the boat, Frank paddled up with two lobsters for us, plus a couple of Nautilus shells - Glenys has been hankering after one of these for a year now, but refused to buy one from a tourist shop. He also brought us some more papaya and a yam.

I’ve edited a lot of the trading-with-the-locals chatter out. Read the full report here:  

From Panasia, Alba sailed directly to Port Moresby.

**Totem – Oct 2012:** We extended our tiptoe into Papua New Guinea by sailing to Panasia island at the western end of the Louisiades. We were wary of crossing Jomard Entrance after the seas we experienced last week, but had no problem, and picked up three very nice pelagic fish on handlines for our trouble.

Panasia is where the people from neighboring Utian island keep the gardens that feed their families. Sweet potatoes, ibecca (a bitter green), bananas, watermelon and more for themselves; corn and cherry tomatoes are grown to trade with the yachties who stop in.

Here we begin to experience the rich Louisiades trading culture. Islands actively trade together, and visiting boats are of interest for the goods they bring from outside. Where islands specialize based on their available resources- clay pots made on Utian, canoes from the wood on Panaeti, lime for betel on Sabra, shells for bagi (for currency and ritual trade) on Nimoa and Rossel-cruisers offer staples otherwise sourced from distant trade stores for exchange.

Small villages, with a handful of families, live in homes of wood frame and coconut frond thatching. Footpaths connect one village with another. Sailing canoes traverse between islands, and here at Panasia, from one side to the other: the water route is easier to traverse than the paths through very steep limestone slopes. Unlike the rest of the coconut run we have sailed, these islands to not have a cash economy. There is no ubiquity to modern infrastructure or stores; trading goods is the primary method to satisfy needs for anything that cannot be grown or made from what is immediately at hand.

When we arrive, we make a gift of fish to the family on shore. We’re guests in their waters, and a “one for us, one for them” standard is used. Even though few families live here on Panasia, we have a stream of dugout canoes stopping by Totem. Seeing our sail as we progressed closer, they come in outriggers not just from the adjacent shore but around from the opposite
side of the island, and an adjacent island where gardens are kept. Visitors bring what they have to offer: coconuts, papaya, sweet potatoes, eggs, cherry tomatoes, lobster. We’re asked for clothing (especially for children), rice, sugar, or batteries to power the lanterns and radios at home.

We’re learning from boats who have spent years here how this trading has changed as the number of visiting boats has increased. There is more of an expectation that cruisers will give without reciprocation from islanders- a break from their mutual trade tradition, “pem penpewa”. It’s easy to see how this happens. You may already have traded for more bananas than you can eat, but someone is offering more and they clearly seem to need the t-shirt being requested, why not?

Although we might think we’re a little shabby, our boat and basic gear represent immense wealth to an islander- from their point of view, why not ask for something you need? Although trading is a way of life, so is “hol hol”, the obligation between relatives to give what you have if it’s requested of you (not surprisingly, most trade stores are not run by locals, but by Chinese or other non-local ethnicities who do not have to submit to this).

One enterprising man comes with a prepared list of desired items. He seems a little surprised when we ask what he has for us in return, but laughs and jumps into trading mode when we use the Misima dialect terms for his tradition- “u pem, ya pewa” (you give, I give).

We have our trading training wheels on, but are getting into the rhythm. One trade at a time, we are finding out how to balance being fair with being generous, and be respectful guests in this beautiful place.


3.1.8 Snake Passage

Maranatha - See also Rambuso Creek and Araida Village as possible anchorages after running Snake Passage and before running the Rossel Lagoon waypoints. Waypoints for the western entrance to Snake Passage are –

Gold rush channel
11° 22.279 S, 153° 19.477 E

Snake Passage W.P. 1
11° 22.673 S, 153° 20.155 E (actual passage entrance)

Snake Passage W.P. 2
11° 22.586 S, 153° 20.559 E

Snake Passage W.P. 3
11° 22.678 S, 153° 20.874 E

By this stage you are well into the passage and can eyeball it from here.

Snake Passage eastern entrance W.P. (corrected)
11° 20.890 S; 153° 22.817 E."

“The eastern approach way point is:
11° 21.624 S; 153° 26.323 E. This clears a bump in the reef on the south side of Yeina Island.”

3.1.9 Sudest Island (Tugala/Talgula Island)

Maranatha – Aug 2012 – Duwa (Damaga Bay):
Anchorage Waypoint: 11° 37.315S  153° 33.148E
Western Approach Waypoint: 11° 37.413S  153° 32.337E
Eastern Approach Waypoint: 11° 37.521S  153° 32.452E
This anchorage is the closest to the school. It is good holding mud in about four metres. The two approach waypoints clear a large reef at the entrance to the bay. The western one if coming from the west and the eastern one if coming through the outer reef entrance.

Maranatha – August 2012 - Kalumatama (Damaga Bay):
Anchorage Waypoint: 11° 37.523S  153° 32.713E
This anchorage in 13-15 metres is useful as a stop-over but it is some distance from the villages. Large vessels, including at least one cruise liner, sometimes anchor here. The two approach waypoints clear a large reef at the entrance to the bay. The western one if coming from the west and the eastern one if coming through the outer reef entrance.

Maranatha – Rehuwo (Damaga Bay)
Anchorage Waypoint: 11° 37.100S  153° 32.467E
A reasonable anchorage even in strong ESE to East winds. Don’t go any closer to the shore as there are bommies. Good holding mud in about four metres. The two approach waypoints clear either side of a large reef depending on whether arrival is from the west or from the main entrance through the outer reef.

A good anchorage in good holding mud in about ten metres of water.

Maranatha – Aug 2009 – Jelewaga:
Anchorage 1 Waypoint: 11° 26.516S 153° 14.137E   8 metres sand bottom (shoals quickly!)
Approach Waypoint: 11° 26.972S 153° 12.797E

Anchorage 2 Waypoint: 11° 27.785S 153° 15.514E   7 metres sand bottom (shoals quickly)
Approach Waypoint No 1: 11° 28.046S 153° 13.976E
Approach Waypoint No 2: 11° 27.925S 153° 15.234E
Neither of these anchorages have good visibility. Access to No1 is fairly straight forward and is the better anchorage for SE and ESE winds. Access to No 2 is difficult due to dirty water and bombies. Great care is needed. Neither anchorage is suitable for strong south winds.

Maranatha – Aug 2012 – Ligi Ligi Bay
Anchorage Waypoint: 11° 33.903S 153° 27.480E
Approach Waypoint No 1: 11° 36.338S 153° 24.574E
Approach Waypoint No 2: 11° 34.862S 153° 26.309E
This is a quiet bay with no-one living there. The anchorage is good holding mud in about four
metres. There are other anchorages in this bay but as it was raining the day we visited it we
didn’t check them out.

**Maranatha – July 2007 - Muhua Bay:**

Anchorage Waypoint: 11° 22.419S 153° 18.096E
Good holding in mud. This is the last anchorage before Snake Passage heading east.
Beware of the reef east of the approach waypoint when coming from Snake Passage.

**Maranatha – Aug 2008 - Rambusco Creek:**

Anchorage Waypoint: 11° 28.980S 153° 33.287E
Rambu Reef Passage: 11° 28.349S 153° 33.020E
A very quiet and calm anchorage in good holding mud. On arrival at the reef passage waypoint,
eyeball through the passage aiming for a house on the far shore. Keep about thirty meters from
that shore to pass some shoal ground on the port side and proceed to the anchorage.
This is a good anchorage to overnight after transiting Snake Passage on route to Rossel Island.

**3.1.10 Rossel Island**

Rossel Island is the eastern-most island of the Louisiades. It gets the least government
attention, and also relatively few visits from yachts. It was badly hit by Cyclone Ita in April. The
PNG government allocated two new boats to the island, one for the northern areas and the
other for the south. Rossel now has PNG Govt representation, the Honorable Titus Philimon,
who was visiting as part of the launch festivities. Torrential rain and wind did not dampen the
celebration.

**Maranatha – Wol Passage:** Wol Passage is a very tricky passage on the southern side of
Tryon Bay between Tryon Bay and Jobe. There are 46 waypoints between the northern
entrance to the passage and the exit to the ocean west of Gwa Passage so I won’t list
them. Suffice to say it is not recommended without a RELIABLE local on board. The northern
entrance has 2.5 metres with a tide of 0.8 metres at Cape Deliverance. For the first 100 metres
it is only about 10-15 metres wide. This section was cleared by the PNG navy some years ago
for small trading boats.

Pastor Sigi from the CRC Church at Damunu usually gets some of his congregation men to put
“beacons” on the coral outcrops when he knows we want to transit the passage.

Waypoints through Rossel Lagoon for a bombie free passage are –

**Rossel Lagoon outer entrance**
11° 20.601 S, 153° 37.999 E

**Rossel Lagoon inner entrance (W.P.1)**
11° 20.096 S, 153° 38.514 E

**Rossel Lagoon W.P. 2**
11° 18.550 S, 153° 42.767 E
Rossel Lagoon W.P. 3
11° 18.646 S, 153° 46.689° E
(passes a bombie close on the port side)

Rossel Lagoon W.P. 4
11° 18.700 S, 153° 51.300 E

Rossel Lagoon W.P. 5
11° 18.940 S, 153° 54.751E
(passes a bombie close on the port side)

Rossel Lagoon W.P. 6
11° 19.601 S, 153° 56.196 E

Rossel Lagoon W.P. 7
11° 20.924 S, 153° 59.349 E

Tryon Bay anchorage
11° 21.468 S, 154° 00.616 E

This puts you in the middle of a small bay surrounded by submerged reef; room for one vessel only this section. Plenty of room for other vessels just outside this small bay.

Maranatha – 2014 (blog post while cruising in the med): The HF radios I installed at Misima and Rossel are working. Bruce and Dianne Bentley who used to do similar work with us over there have been keeping in contact with Misima. Dianne has organised to raise funds to send to two of the pastors we trust so they can buy food and other necessities to distribute to the more remote islands of Sudest and Rossel where the worst of the damage was. It is very important over there to make sure funds go to people who will distribute it to the really needy and not just to their own “one-tok” (family). If anyone is interested Dianne’s number is 0409693171.

Nimrod – September 2014: A critical issue with cruising around coral is to negotiate shallows in good light, preferably as close to mid-day as possible, so you can see the bommies, helped by polarised sunglasses and a position up on the cabin roof. We arrived near Gwa, on Rossel Island just before dawn. It seemed prudent to kill some time by sailing down to the western end of the Rossel lagoon and motor sail up through it to Tryon Bay, the main Rossel harbour. Two big Spanish mackerel, one of which we gave to Pastor Sigi. He was recommended to us by Phil Bailey, a missionary who produces one of the better blogs of the Louisiades. http://yachtmaranatha.wordpress.com/. The religious issues on Rossel Island are contentious, as you can read here.


A nice anchorage in Buwo Bay. There is a four meter shallow spot about 0.2 NM west of the anchorage but continue on to the waypoint for a better anchorage.

Subject to wind bullets down the mountain.

Maranatha – Aug 2011 – Pambwa #1, Rossel Island S Coast:

Anchorage Waypoint: 11° 24.017S 154° 00.572E
This is a good anchorage in good holding mud in nine metres of water. Very calm in 25 knots from the SE. A good anchorage if arriving from Australia as the entrance is easy to see and the channel to the anchorage is a wide dog-leg to port then to starboard with well defined reef either side.

**Maranatha – June 2012 – Pua Bay, Rossel Island:**
Anchorage Waypoint: 11° 21.350S 154° 04.797E
Approach Waypoint: 11° 20.724S 154° 04.381E
This is a quiet anchorage in Yonga Bay. Anchor in six metres in sandy mud with low coral.

**Maranatha - July 2007 - Tryon Bay – Rossel Island:**
Anchorage Waypoint: 11° 21.468S 154° 00.616E
A very good anchorage in four to five metres with good holding sand. The anchorage waypoint puts the vessel in the middle of a very small bay surrounded by coral which is covered at high tide. Only one vessel will fit here but there is plenty of room for more vessels just outside this spot in slightly deeper water. Subject to wind bullets coming down the mountain.

**Maranatha - July 2007 - Yonga Bay, Rossel Island:**
Anchorage No 1 Waypoint: 11° 21.081S 154° 06.288E
This anchorage is on coral and is difficult as the water is not clear. There are many bommies on the dinghy ride to shore, especially at low tide, and it can be difficult.
Subject to bullets coming down the mountain.
Anchorage No 2 Waypoint: 11° 21.147S 154° 05.964E
This is the preferred anchorage as it is sand with only low level scattered coral in six metres of water. The access to shore in the dinghy is better but there is a longer walk to the village.

**3.1.11 Calvados Chain**

**Maranatha – Feb 2005 – Bobo Eina:**
Anchorage Waypoint: 11° 07. 797S 152° 43.451E
Approach Waypoint: 11° 07.500 S 152° 43.400 E
This is a perfect anchorage if arriving at night as the approach is straight forward.
Once you are in ten metres the bottom is good holding sand. Move in until you are happy with the depth. This is also a good anchorage to await a weather window for leaving the Louisiades as the wind is not affected by mountains etc., and therefore gives a good indicator of the prevailing wind. It can blow 30 knots here and the water is still quite calm.

**Maranatha - Hobo Bay, Pana Umarla Island – Sep 2007:**
Anchorage Waypoint: 11°09.238S 152° 46.755E
A very popular anchorage in about seven metres of water. The bottom is very hard sand. Check that the anchor is set well.

**Maranatha – Aug 2009 – Gigila Island:**
Anchorage Waypoint: 11° 10.241S 152° 55.900E
Approach Waypoint: 11° 10.002S 152° 56.119E
This is a reasonable anchorage in about 9 – 10 metres of water but there are a few bommies which cause the anchor chain to foul at times. They are deep enough to be no problem to the keel.

**Maranatha – Sept 2002 – Grass (Wanim) Island:**
Anchorage Waypoint: 11° 14.771S 153° 05.753E
Western Approach Waypoint: 11° 14.494S 153° 05.281E
Northeastern Approach Waypoint: 11° 14.651S 153° 06.047E
This is a pleasant anchorage in good holding sand. The north-eastern approach waypoint is the middle of a passage between reefs that comes out from both headlands. There is plenty of water through this passage if the waypoint is held.

**Maranatha – Aug 2009 – Hessessia Bay:**
Anchorage Waypoint: 11° 12.321S 153° 05.630E
Approach Waypoint No 1: 11° 13.500S 153° 04.800E
Approach Waypoint No 2: 11° 12.958S 153° 04.952E
Approach Waypoint No 3: 11° 12.288S 153° 05.507E
There are a couple of reefs coming out from either side as you approach and the waypoints give clearance for them.

### 3.1.12 Conflict Group

**Maranatha – May 2012 – Gabugabutau Island:**
Anchorage Waypoint: 10° 43.838S 151° 44.327E
A direct approach from the west to the anchorage waypoint is clear. Anchor in sand in about 5 – 6 metres of water. We sat out 25 + knots of S.E. wind with only small (2-300 mm) wind waves.

### 3.1.13 Renard Islands

**Maranatha – September 2007 – Kimuta Wharf Lagoon:**
Anchorage 1 Waypoint: 10°50.436S 152°59.225E Anchor in 7-8 meters
Anchorage 2 Waypoint: 10°50.468S 152°59.198E Anchor in 5 meters
Anchorage 3 Waypoint: 10°50.525S 152°59.134E Anchor in 3 meters
Anchorage 4 Waypoint: 10°50.561S 152°59.150E Anchor in 2.5 meters
All anchorages are on good holding sand and the easterly wind does not create the roll that you get at the normal anchorage. A stern anchor is sometimes required but is well worth it for the bommie free anchorage and good access to the shore by dinghy.

Leave the dinghy to the right of the rock outcrop. There are nine waypoints through Dim Dim Passage to get to the first anchorage. (See the waypoints list).

### 3.1.14 Engineer Group

**Maranatha – June 2007 – Tube Tube:**
Anchorage Waypoint: 10° 34.887S 151° 11.350E
Good anchorage in sand with seven metres of water. Little roll even in strong southeast to east winds.

3.1.15 Basilaki Island

Maranatha – Undated - HEMOE BAY (Basilaki Island):

Anchorage Waypoint: 10° 35.701S 151° 09.931E

Approach Waypoint: 10° 35.205S 151° 00.068E

Ed Note: The waypoints given plotted 10 miles apart. The anchorage waypoint looks out of place. The approach waypoint looks good. The anchorage looks like it must be near 10° 35.5398 S / 150 59.8826 E

A calm anchorage in 10 metres of water in good holding mud. Locals have been known to steal outboards, ropes and other things off yachts anchored there during the night. Just be careful.

3.1.16 Kamatal Island

Endless Summer – July 2011: After a week of an almost constant stream of canoes coming out to the boats from the various villages we were anchored near, we were ready for a little break. Our buddy boat Sea Level was in full agreement that we should sail out in search of a place to explore that was uninhabited. With that in mind we set out in light winds and clear skies heading generally toward the islands that lay on the northern edge of the archipelago.

The sea was perfectly calm, and shiny like glass. The fluffy tropical clouds floated improbably close to the water, and improbably tall as they seemed out of proportion. We saw a cluster of low islands about 5 miles to the north, and radioed Sea Level suggesting we explore. As we approached the group, we were watching the water for reefs and shallows.

Once again our charts provided little help. Sea Level was looking for a way into a large area of reef surrounding an island about 3 miles to our north, and we were heading for a little sand island that appeared to be floating alone in the water. The islands were a group of 7 spread out over as many miles and surrounded by a complicated network of coral reefs. We came into a channel between three islands that looked passable, and threaded our way with someone on deck looking for shallow water. We slowly approached one of the islands and were disappointed to find our depth gauge reading over 100 feet deep right up to the edge of the reef. The ocean was so flat and calm, and the water so clear that we were emboldened to go very close to the edge of the reef. We could see right down to the bottom in about 80 feet, and we were able to go along the edge of the reef within feet of the sharp coral.

Unfortunately, as beautiful as it was, there was no way to anchor in water that deep and so close to the reef. We continued searching and just enjoying the spectacular beauty of the small islands. They were just little circles of rock, with white sand beaches, covered with palms and tropical bushes. Sea Level continued searching around the islands the opposite direction from us, and after a while we met having circumnavigated a group of three. At that point we had found what we thought was our best chance of anchoring and we were both dropping and picking up anchors trying to get a safe spot. We were ending up either too close to the reef, or to close to the edge of the drop off the small shallow patch we had found. Just then to our irritation, two men appeared in a canoe and a kayak respectively. We had hoped that we could
get a little break from visitors. Not wanting to be rude, I greeted the older of the two men as the other had paddled over to Sea Level. He was a man in his 60s, paddling a plastic kayak. He introduced himself as Jimmy and said we could anchor near his island across the channel.

Skeptical, I double checked that he understood the requirements for anchoring a boat like ours, and he smiled broadly and said, "Can I come aboard? I'll show you where to go." "There is a pass into the lagoon."

After 3:00 PM, it becomes increasingly difficult and then impossible to see the uncharted reefs. We needed to be anchored soon, or spend a night at sea. With this in mind we decided to see what this man Jimmie could show us, although our expectations were low. With that, we tied Jimmie's kayak to our stern and welcomed him aboard. He walked to the bow of Endless Summer and pointed across the channel toward his island a mile or so away. We approached cautiously, as Jimmie pointed the way. The reef came into view, and the bottom came up fast as Jimmie pointed for us to go more to the right. Reef was close by on both sides, but we were indeed still in deep water. We radioed to Sea Level just behind us, "40 feet, 50 feet, 70 feet." Jimmie pointed to go hard to the left and the sun caught the water revealing a large area of sandy bottom in 30 to 40 foot depth.

We had indeed threaded our way through the reef and were in a protected lagoon with plenty of room for our boats and more. We grinned with relief at the happy sight, and dropped our anchor. Over a cup of cold water, Jimmie explained that cruising boats come to his island every year as part of an Australian Rally to the Louisiades. He invited us to come ashore and see the, "yacht club", and then to our amazement he said, "you must be tired, I will leave you now." After the long days of constant visitors we couldn't believe our ears. "Did you hear that?" we said to each other. "I will leave you now." After a swim in the beautiful lagoon, we and the crew on Sea Level took our dinghies outside the reef and snorkeled along the steep drop off. We couldn't believe our good fortune. Only a few hours earlier we were facing a long night at sea, and now we were anchored in a perfect lagoon among a cluster of beautiful small islands waiting to be explored.

**Maranatha – Undated – Pre-2014:** Entry to Kamatal Lagoon

W.P. 1 10°58.050 S, 152°42.246 E  
W.P. 2 10°57.184 S, 152°42.469 E  
W.P. 3 10°56.940 S, 152°42.444 E  
Anchorage 10°56.876 S, 152°42.379 E

**Chasse Spleen – June 2009:** The highlight of our stay in the Louisiades was the two weeks spent in Kamatal Island. Yvan who lives with his family on the Motu welcomes the locals travelling in sailing outrigger canoes from Missima to the Calvados Chain Islands.

Kamatal is conveniently located in the middle of the sailing routes and is a very natural stopover for the travellers who try to avoid sailing at night. This is a great pleasure to watch these true double-ender sailing canoe reaching 12m in length which are all made of wood and built only with hand tools.

Kamatal is a stunning small lagoon surrounded by passes and islets, the marine life is prolific and the water visibility is by far the best in the Louisiades.

Yvan is a proud man who enjoys the visit of foreign yachts and Chasse Spleen is the largest so far. He has built a "yacht club" (biggest hut of the village which we thought was the church!) in order to welcome dimdim visitors. He very kindly organised a dinner for us, killing the pig in our honour.
Our relations with Yvan are very friendly (a bit more difficult with his wife who does not speak English) and he visits the boat every day to have a "smoke" with Marc and enjoy a rest away from the village. He is very much in love with his way of life and sees not need to travel to other islands. His passion is the sailing canoes: we discover he is building a new one and we are stunned to see the entire process is done by hand including the planks (no saw, only axes, adzes, chisels and plane). This seems quite unreal in our days.

3.1.17 Misima Island (Airport)

From Wikipidea – 2016: Misima Island was inhabited by Polynesians since about 1500 BC. The island was sighted in 1768 by French captain Louis Antoine de Bougainville and explored 1793 by French explorer Antoine Bruni d'Entrecasteaux.

Misima island owes its name to Élisabeth-Paul-Édouard de Rossel, which was a lieutenant of the Counter admiral Antoine Bruny d'Entrecasteaux during his journey of scientific exploration. In 1888 the British Empire annexed Misima Island, and it became part of British New Guinea (since 1904 - the Territory of Papua administered by Australia).

At the end of the 1890s gold was discovered on Misima. Their actual mining began early in the 20th century. Since 1975, Misima belongs to the independent state of Papua New Guinea. A gold and silver mine was opened on the island in 1990, by an international corporation. The mines provided plenty of work for the islanders. However, that mine was officially closed in 2004, because of excessive load on the environment, and public health hazards.

Misima has a working airport (IATA: MIS, ICAO: AYMM) (four flights weekly to the mainland (POM via Alotau) through Airlines of Papua New Guinea, and one charter run by Porgera Joint Venture, a high school (grades 7-10), a small market, a few small stores and a clinic/hospital, a post office,--all of which are located in Bwagaoia. There are ferries from Alotau which service Misima Island, costing around K100 and taking 17 hours.[2]

Lousiades.net – 2013 – Bwagoia Harbor: Misima was one of the most prosperous islands in the region, providing employment for many islanders at the local gold mine until it closed a few years back. Today, it remains one of the most developed parts of the region, and Bwagoa provides key infrastructure for the entire region.Misima was one of the most prosperous islands in the region, providing employment for many islanders at the local gold mine until it closed a few years back. Today, it remains one of the most developed parts of the region, and Bwagoa provides key infrastructure for the entire region.

Approximate Location: Lat/Long: 10°42'S / 152°51'E

Bwagoia Harbour provides good holding in thick mud and is reasonably sheltered. Beware of vessels berthed at the wharves, as they often have anchor lines extending into the bay. Also be careful of the depths north of the dinghy pontoon and close to the mangroves on the eastern side of the bay. There are several underwater obstructions which are usually marked by sticks or buoys in the shallow northern part of the bay, and the mangroves to the east appear to be growing in mud on a rocky ledge.

It is advisable to thoroughly secure your boat when going ashore as there have been thefts reported from yachts at Bwagoia.

If there are many yachts in the anchorage, it may be best to set a stern anchor as there is only enough room for a few yachts to swing. Shallow draft multi-hulls can anchor fairly comfortably bow-in to the eastern mangrove bank, however mono-hulls will find it more comfortable to lie with the the bow pointing towards the harbour entrance due to the small swell that sometimes rolls through the harbour.
Bwagoia offers the following facilities:

- flights to/from mainland PNG
- fuel (diesel, unleaded, zoom)
- general store
- police station & lockup
- hospital
- guesthouse
- bakery
- post office
- farmer’s market
- Westpac bank (local accounts and foreign exchange only)
- Bwagoia Harbour
- Bwagoia Harbour

Starting at the fuel depot there is a nice short walk along the waterfront to a rocky point close to the harbour entrance.

Joel runs the local fuel depot. His rastafarian style dreadlocks and cheerful grin make him fairly easy to find on the Bwagoia waterfront.

Keith Parascos runs the Misima Guesthouse and Bakery. Keith is a prominent local figure, and the organiser of the annual Showcase Misima cultural festival.

Misima is a very large island, and provides numerous anchorages around its perimeter.

**Maranatha – Oct 2007 – Bwagaoia Harbor:**

Entrance Waypoint: 10° 41.595S 152° 50.874E

Approach Waypoint: 10° 41.800S 152° 50.900E

The entrance to Bwagaoia Harbour is pretty straight forward although there can be quite big swells out for a couple of miles from the entrance if there has been strong southwest to east winds. The depth shallows suddenly from several hundred metres to forty then twenty then ten within a hundred metres of the entrance.

There is a lit beacon (flashing white 5 seconds) on the starboard side when entering. On the port side is an unlit beacon. Both are on the coral reef at the sides of the entrance. Once inside, proceed up the harbour and anchor anywhere making allowance for the trading boats to have access to the wharf area.

Deep keel vessels should not go further north than the wreck on the eastern side of the bay as the bottom shoals fairly quickly after that. The bottom is good holding mud however the anchor can get fouled by large plastic bags and other debris in the mud.

**Maranatha – Oct 2007 – Guluwa:**

Anchorage Waypoint: 10° 38.146S 152° 44.241E

Approach Waypoint: 10° 37.667S 152° 44.198E

By far the best anchorage on the north coast of Misima Island. Keep as close as possible to the port side and there will be no roll. Anchor in 4 to five meters in good holding sand.

**Maranatha – Aug 2012 – Siagara:**
Approach Waypoint: 10° 37.111S 152° 45.577E
Anchorage Waypoint: 10° 37.766S 152° 45.857E

Aim straight for the anchorage from the approach way point. There is some low weed just before the anchorage which looks like coral from a distance. Anchor in 4 to 5 metres in good holding sand.

This anchorage is very good in strong south to SSE winds but can get rolly if the wind goes further east. Gulowa is better then.

**Maranatha – Oct 2005 – Eabora Anchorage:** Anchorage Waypoint: No need for this, it is fairly obvious where to anchor when you arrive.

Approach Waypoint: 10° 37.705S 152° 31.253E

This is a lovely anchorage which will fit in about four vessels. After arriving at the approach waypoint head into the anchorage (bay) and drop the anchor in about 15-20 metres then drop back and tie the stern to a coconut tree leaving enough under the keel for low water. It is advisable to tie to the tree and keep the excess rope on board as it has been known to disappear if the excess is left shore-side.

We have a 2 meter draft and still have a few inches under the keel.

**Maranatha – Oct 2004 – West Liak:**

Anchorage Waypoint: 10° 39.452S 152° 41.057E

There is some roll at this anchorage but the main problem is that the bottom is small pebbles through which the anchor tends to drag. Beware of the uncharted reef that comes out some distance from the shore to the east of this anchorage. Better anchorage at East Liak.

See hand sketch made by Bruce Bentley
Maranatha – October 2008 - East Liak:

Anchorage Waypoint: 10° 38.912S 152° 42.165E

Approach Waypoint: 10° 38.534S 152° 41.853E

This is the better of the anchorages at Liak as the bottom is good holding sand in about five metres of water. It may be necessary to deploy a stern anchor if there is any roll. The shore break can be a problem getting in and out of the dinghy.

Beware of a reef which comes out from the shore for quite a distance west of this anchorage, it is not shown on any chart. It is possible to anchor west of the reef but the bottom is gravel and the anchor is liable to gradually work its way through it.

Maranatha – Aug 2002 – Maranatha Bay:

Anchorage Waypoint: 10° 39.154S 152° 32.489E

Approach Waypoint: 10° 39.740S 152° 32.461E
This is a similar anchoring situation to Ebora – drop anchor in fifteen to twenty meters and fall back and tie to coconut tree. There is only room for one vessel in this anchorage and Maranatha is the only yacht that has anchored there according to the locals. They have named it Maranatha Bay although the nearest village is Bulabulalah.

Like Ebora, it can be blowing thirty knots outside and be calm at the anchorage.

3.2 Woodlark & Laughlan Islands

Wikipedia – 2016 – Woodlark Island: Woodlark Island is also called Woodlark or Woodlarks by English language speakers. It is called Murua by the inhabitants of some other islands in the province. The wider Woodlark Islands group also consists of Madau and Nusam to the west, Nubara to the east, and the Marshall Bennett group to the southwest.

An Italian missionary order of Catholic clergy, the Pontifical Institute for Foreign Missions (P.I.M.E.), sent five priests and two brothers to Woodlark Island in 1852. Giovanni Battista (John) Mazzuccconi was killed there in 1855 by an islander called Avicoar who opposed the missionaries and their religion.

Operation Chronicle was the name given to the landing of Allied forces on Woodlark Island and Kiriwina on June 30, 1943, during World War II. Within a few months of the landing U.S. Navy Seabees had constructed a major airbase at Guasopa Bay, known as Woodlark Airfield (later Guasopa Airport).

Woodlark Island has had a long history of gold mining dating back to the late 1800s with records showing an estimated pre-World War II gold production, including alluvial sources, of about 220,000 ounces of gold. The island has been extensively logged for ebony which has always been an important cash economy to the communities on the island since the 1970s. Modern gold exploration was initiated on Woodlark Island in 1962 with the Bureau of Mineral Resources undertaking surface geochemistry, limited geophysics and diamond drilling during 1962 and 1963 at Kulumadau.

Yawana – 2014 – Budi Budi: A good stop over between PNG & the Solomons. This is a very isolated place. You cannot clear in or out but it is advisable to pay a visit to the chief and the ward recorder and give them your details. The people here are very isolated and welcome any trade goods you can bring. Anything at all!

Totem – 2012 – Budi Budi Atoll: Budi Budi was only going to be a short stopover, but when we finally had good weather to leave, our weeklong stay felt too short. With an excellent anchorage, beautiful reefs, and very friendly people—it should be on more “must-see” stops in Papua New Guinea.

This jewel of an atoll gets few visitors, lying just far enough from the Louisiades that most cruising boats doing a circuit of those islands from Australia may not bother with the overnight trip north. It is on a path back to Australia from the Solomons, or for boats like us, a stopover point heading north and west through Papua New Guinea. From a local perspective, it is the equivalent of the back of beyond - the most distant outpost of Milne Bay Province.
It’s small: only about three miles in diameter, two of the seven islands have residents—about 300 total. This must make their unique Budibud language one of the smallest living languages spoken. I thought there might be some similarities with the Misima dialect we had learned at islands just south of here, but so far have found only one word with any similarity—“waga,” a generic term for boat.

Both our new Navionics and old CMap charts were surprisingly accurate here. The atoll entrance at the northwest side was wide, and while we had excellent conditions, would be quite straightforward to enter with poor light by splitting the difference between the sand cay and the northernmost island. There are a few large reefs inside, but reasonably charted as well, and anchorage throughout most of the area inside is a matter of finding your depth and then dropping the anchor into sand.

When we first arrived, we went ashore to meet Chief William and bring him a few token gifts: some fabric for his wife. He wasn’t shy about asking for more things from us later, but I think we have become somewhat inured by the Louisiades. At the same time, he was very generous with us: he put on a big feed the third day we were there, and wanted to host another on our last night. Besides, we are the freaks showing up in our spaceships loaded with crazy abundance, but he is the one giving openly from the little that he has available. We try to find a balance.

Our feast on shore was complete with a chorus of singing by the village children “for our entertainment” while we ate. The food was simple but good: our first taste of sago (I thought it was a tough coconut bread until corrected), chicken and greens in coconut milk, a fish (brought in by another cruiser), boiled sweet potatoes, bananas, and papaya (yes, boiled papaya).

Most of the population is on the largest island to the south, but one extended family make up twenty odd residents on an eastern islet. Chief William’s brother (really, his cousin—they share a grandmother), Tau, and Tau’s family occupy the smaller island—they are respectively the senior members of the community, with William taking the title of chief. Tau stood in for the pastor, who was away in Woodlark, and just like Panapompom we were put into a receiving line afterwards. He and his wife Elsie and passed many hours on Totem: teaching to us about the islands and their community, and mastering Fruit Ninja on the iPad. I’m pretty sure that’s an unfair cultural exchange, but we had a lot of fun.

Our first clue to a temporary skew toward women and children came at church. The sand-floor open air chapel is a wood frame with open sides and a coconut frond roof. The children stayed with the island kids in “Sunday School”, under a tree outside, while the adults sat under the palm thatch: women on the right hand side, and men to the left (dimdims excepted; we were ushered uniformly to a pandanus mat brought for us at the very front). While the women’s side held a few dozen attendees, barely a half dozen men sat on the left. It turns out that they were all off at Woodlark Island—about 60 miles away—which is home to a number of Budi Budi families.

We learn that the families on Woodlark Island the community at home by facilitating trading, keeping gardens in the better soil, and housing the handful of children who continue schooling beyond year 6. They help bring fish, mats and pigs from the atoll to the market, and trade for items that can’t be sourced in the atoll: betel nut and lime, sago and yams, material to make clothes. Little of this involves cash transactions.

The only person growing copra is Chief William. The pastor tells me everyone else is using all their coconuts to meet their own needs. They are a staple food, a primary water source, and fodder for the pigs, chickens, and probably dogs we see. But copra doesn’t earn much: Budi Budi’s primary access to cash is from shark finning. It’s extremely sad, but who are we to lecture? It is the only meaningful way they have to earn currency. Shark lines are set up just
outside the reef, and men were eager to trade with us for larger hooks to bait for it. This catch is brought to Alotau, although I’m not sure exactly how it makes financial sense. A community powerboat was purchased this year, the m/v Kali Katu- a play on kali katu’ai, “thank you” in Budibud, to ferry the fins. But it takes four barrels of fuel just to get to Alotau, and at PNG prices, that needs an awful lot of shark fins to be economical. As in other places, it is unlikely that any part of the shark is kept for use besides the fin, the waste adding to the tragedy.

We snorkeled over reefs in a few different parts of the island, and found stunning formations: trenches and hidden canyons of colorful corals, running with fingers full of brilliant fish. But we didn’t see a single shark, and there were only a few larger fish- nothing we could take. It’s not healthy. I don’t think locals draw the connection between finning and the decline of the reef. And even if it was clear, would the choices be any different? They have chickens and pigs, and don’t need fish for protein- but they do need cash to pay for their children to go to school, and to supply other needs.

There are 70 students in the island school. Two teachers were posted there by the government, but one of them never returned from a trip home during the term break so there is the lone headmaster to cover all six years of schooling. He was educated in Misima and Alotau, but doesn’t know Budibud, so instruction is in English. As elsewhere, school is from 8 to 12 with a recess halfway through. I cannot imagine how daunting this man’s task is.

One of the first people we meet is Dorcas; she and her husband Moses are pastors. Originally from Fergusson, she’s one of the handful here who aren’t from Budi Budi: her husband was born here and the United Church has posted them here for a few years. Dorcas’ good English and warm personality make her an ideal guide. Over two different days, she patiently spends hours teaching us how to weave mats. That lesson almost feels secondary to the unexpected benefit of time with her learning more about the place we find ourselves.

It’s Dorcas who unravels the stories of families split between the atoll and the Woodlark settlement, laughs with us about the girls who don’t want to learn how to weave, and tells us more about bagi- the shell necklaces used for currency.

Two of our compadres in the anchorage bought small drums from Tau’s family. As part of the transaction, the drums would be demonstrated and accompanied by traditional songs and dancing. Sign me up! After we arrived for the performance, I was ushered back where the women were getting ready: painting their faces with black streaks of soot dotted with a white paste from coconut meat, weaving flower garlands for their neck and hair, donning skirts from finely shredded palm fronds. Last of all, the shirts came off. Although topless living is traditional, it doesn’t mesh with the standards for modesty that missionaries have imposed. A young woman participating carefully arranges plumeria leis across her breasts, and Elsie has compromised by sewing palms onto her bra, but it’s all done with a lot of giggling and playing around. The drumming and singing are done entirely by men, who stand together while the women and girls shuffle step around them in a slow circle. The song is about black magic, an incantation to protect the newly deceased from being taken by evil spirits.

Sitting in the cockpit on our last evening, I talk to the girls--almost women--who have paddled out once more. We eat sweet little bananas from the ridiculously large stem hanging under Totem’s solar arch, while they tell me which of Budi Budi’s clans they come from. Flying fox, shark, crocodile, sea eagle- all four are represented. Their dugout has fragrant leis and a basket of fruit. We arrange a last trade, and it’s hard not to wonder. We idealize the simple life, and theirs is about as simple as it comes, but what would they choose?

Anui – October 2011 - Lachlan Island / Budibudi: From Kokopo and Rabaul we headed South to Budibudi (known on the chart as the Lachlan Islands) where the trading began in earnest. Our three boats were surrounded by canoes from dawn til dusk, plying a few vegetables, coconuts, fresh crayfish, some carvings or the famous bagie (more of them in a minute). In exchange, we gave rice, sugar, noodles, clothing, fish line and hooks. The fresh produce was not plentiful, as these islands are mainly sand, with little good soil. The locals have to sail by canoe to the Woodlark Islands to grow vegetables, often being away for 6 months at a time. Scott picked up some carved paddles, which were in use until we traded for them!

And the bagie. Bagie is the shell money traditionally and currently used in PNG. It is formed from shells gathered from the reef and then shaped by hand into small coral-coloured discs that are threaded onto rope along with decorative shells and seeds. Bagie are still used for purchasing brides, livestock (yes, I did find it hard to write that, but that’s the way it is) and other items between the islands. Each length of bagie has a specific value. I traded for dozens of them, most of which I modified into long necklaces, but a couple of which we kept in their traditional form. Seth has a very cool bagie of his own, after a man came to trade and accidentally dropped his necklace into the water. Seth dived and found it and the man insisted on giving it to him – so kind, as the bagie are a very valuable item.

In Budibudi we were visited by the two chiefs, brothers Tau and William. The usual giving of gifts took place – as we went South the chiefs’ expectations about how many gifts they should receive appeared to increase! We would present pretty bowls, cloths, soap & sugar for their wives and rope, fishing tackle and t-shirts for the chiefs. We took supplies into the school, including the requested medical kit to treat the children’s tropical ulcers and skin infections. This didn’t stop Chief William sending out a long shopping list of items just before we left – we politely declined.

Chasse Spleen – June 2009: After 6 months in the Solomon Islands, we resume our travels heading for Papua New Guinea. Although we have not cleared with local authorities yet, we stop in Budi Budi atoll which is located very conveniently, half way between Ghizo and Milne Bay.

We arrive in clear weather and the combination of all shades of blue water, pristine islets surrounded by white sandy beaches, reminds of both Tuamotus (French Polynesia) and San Blas Islands (Panama).

Indeed we have found a little paradise. This is the most remote place we have been in since we started our journey as well as one of the most welcoming. It is needless to say that we will not stay here for a week as initially planned but for over a month! Bad weather towards the end of our stay gives us a good excuse to enjoy the premises a bit longer.

Every morning we are greeted by pods of bottlenose and spinner dolphins swimming around the boat. As we arrive to the villages we are welcomed by dozens of kids and adults alike, all smiles. The two villages are just beautiful. There are roughly 300 inhabitants (a mix of Polynesian and Melanesian blood) living in two of the islets. The huts are built on the sand and are made of pandanus and palm trees. The main means of transportation between the islands are wooden outrigger wooden some with “patchwork” sails made of any material that could take the wind (including bin or rice bags).

The appearance of the villages has probably not changed much in the past 200 years. There is no running water, no mean of communication, no electricity (not even a solar panel), no medical aid, no shop, and no use of money. There is a primary school but teachers have to volunteer to come to Budi Budi which to PNG standards is very isolated. The school is mostly taught in
English although many adults do not speak English (Education reach the Island in the early 80's, few years after PNG independence).

The first island with the a few western "civilisation" basics is Woodlark which separated from Budi Budi by 50 nautical miles of uncharted coral reefs.

As usual our boys are surrounded by friends and having a hell of time, swimming, jumping in the water, having nice canoe rides or making fires. It is a fight every day to bring them back on Chasse Spleen to the delight of the villagers who find this very funny. We always try to be back on the boat before dawn to avoid any risk of mosquito bites unless we have appropriate protection (Malaria is a big problem here.) The locals clearly enjoy the boys’ company and it is a welcome break for us to organise some activities with Chief Tao and not worry about the monsters.

Our relations with the villagers are great but one has to say that the arrival of Chasse Spleen offers an opportunity to find clothes, rice, hooks, fishing lines, batteries, rubber of the spear guns, fishing net. The villagers trade these goods for crayfish, coconut crabs, bananas, papayas, sweet potatoes, eggs or bush lime or beautiful bags made of pandanus. We are escorted by Chief Tao and his family to the church, (the biggest hut of the main islands) and this is the opportunity to give them a few books and pens that are needed for Sunday religious school. We also organise very popular video sessions with the boys' portable DVD player. 35 persons from all generations are sitting together watching the Lion King. This is quite an amazing experience.

Marc offers his Mc Gyver's services, i.e. repairs fins, the leaks in their rain-water tank, torches, radio as well as gives lecture on outboard maintenance.

The villagers mostly live from local resources such as fish, shells, clams, crayfish, chicken and pigs. Coconuts are used for every meal as a sauce, oil or as main course. They also have some vegetables and fruits. We still amazed by their ingenuity to grow taro or sweet potatoes in an extremely poor soil consisting mostly of coral and sand.

For the past 3 years, The men have collected "beche de mer" (sea cucumbers) for the Chinese. This has provided them with a new source of income and modern dinghies with outboards. They use this money to buy gasoline (outrageously expensive), rice, batteries, flour and other goods. The "beches de mer" season only lasts 6 months and they try to collect as many as possible before trade winds settle. This is a fairly dangerous activity, the main spot being 25 nautical miles out from the atoll in open sea, in fairly shallow water. This can be very rough when bad weather arises. In fact they lost a teenager on their last expedition and recovered him 8 hours later in the dark. We will hear few weeks later that a ban on beche de mer harvesting will be implemented as of October in all PNG. It will be very tough for our friends as the harvesting was their only source of money. To give up the little comfort brought by this source of cash (clothes, rice, oil, tobacco, outboard engine) will be hard for this people. Furthermore they have stopped building the large sailing canoes to travel to Alotau or Woodlark and we are not too sure how they will communicate with the outside world.

We are also invited by both chief for "kaikai", first Tao and Elsie prepare us a chicken with local delicacies, the chicken taste great although has been training for the marathon! A few days later, as Marc hinted that the local pigs look very healthy, Chief William orders to kill the pig for us and invite us for dinner. The meal is absolutely delicious. The pig has been cooking all afternoon with hot stones recovered by sand (the Polynesian way). They also prepared some papayas stuffed with coconut and coconut rice. We are treated like pashas. Noticing how much we enjoy our dinner, William prepares us a doggy bag with some pieces of pig. During our stay in Budi Budi, every time a pig is killed he will ensure that we get a few pieces for our dinner.
We naturally invite both chiefs on Chasse Spleen for kaikai, generally offering pasta with sauce as an introduction to "European cuisine". We also try to challenge them on some desserts with fruit tarts made with canned European fruits (pears) which they have never tried before. Our relation with both chiefs is very cordial and Marc goes fishing with Tao on a regular basis. He also brings the villagers giant barracudas (the biggest he ever caught) on a few occasions. They have never seen a "dim dim" bringing back big fishes!

Snorkelling in the area is not great mostly as a result of sand affecting the visibility. We however enjoy major shell hunts with the boys walking for hours on the reef to improve the quality of our collection. Among other activities, one evening Marc goes to pick up crayfishes with Tao. Although the conditions are poor (very strong currents) they managed to pick up 6 massive creatures within one hour. According to Tao, this was a very poor result! We also organise a coconut crab hunt with Tao and his wife Elsie. We leave in the canoes for a nearby island. The result is limited but we have a lot of fun searching in any hole or tree for the crabs. We resume our campaign the next day on another island and Tao spots a hole on the ground, where the beast is resting! Although tied up and left in a bucket on the deck, the creature manages to escape in the night are we are woken up by strange steps. We find that the crab travel from the bow to the stern of Chasse Spleen and was just about to fall on our head through the hatch. This could have proved quite painful! We rush to cook the beast and prepare ourselves for a great dinner!

On Sunday after church, the whole village sits outside under the trees. It is time for open talks or to raise any issues with the daily life. We are invited by both chiefs to stay. After the men have their smoke (Marc has brought half cigars for William and Tao), we head for a casual and unplanned kaikai (pumpkin and dumplings made of flour and coconut) at Chief Williams’ place. This is one of the highlights of our stay, sharing some nice stories about the mystic rock between Budi Budi and Woodlark. We understand that the accident with the boy is the consequence of teenagers misbehaving few days earlier on the rock, and not showing enough respect to the spirits.

Williams also explains in details the kula ring which was in the past the inter islands trade route. The ring covers all Milne Bay Province from the Louisiades, Samarai, d'Entrecasteaux, Woodlark to Budi Budi. The large outrigger sailing canoes were visiting other islands of the ring with Bagis hanging at the bow as a sign of peace and trade willingness (Bagis are special necklaces made of shells equivalent to money or more precisely a bill of debt). The bagi would be negotiated against goods, land and wife. Budi Budi was the northern end of the kula ring and was renowned for pigs, grass skirts and canoes. Williams showed us one of his bagis which still nowadays represents substantial value.

This nice gathering is also the perfect occasion for Marc to chew some bettle nut with them (nicknamed PNG gum). The taste is apparently not great and I have never seen Marc spitting so much within a few minutes. Fortunately he did not chew it long enough for his teeth and mouth to become bright red, which is usually not a pretty sight!

After a month in Budi Budi and many unforgettable experiences we need to head to the mainland, Samarai and Alotau to officialise our entry in Papua New Guinea. We leave Budi Budi with regret, but will make sure we will return and bring back some goodies to our friends.

Maranatha – Oct 2006 – Boi Boi (Woodlark Island): Anchorage Waypoint: (none given)

The approach to this anchorage follows the channel marked on the chart which is reasonably accurate. Anchor in about nine metres of water.
3.3 Trobriands

Yawana – 2015: These islands offer excellent cruising, friendly people, a little pushy sometimes but no crime. Take trade goods as supplies are limited on outer islands.

Westward II – Nov 2010: We departed the friendly Marshall Bennet Islands and headed for the Trobriand Islands. Again, outside of the main island, visiting yachts were few and far between.

We arrived at Vakuta, in company with Dragonfly and Gambori, coming in through Kashilmaka or 'boat passage'. The entrance was very shallow with depths down to 2.2m.

There is a small village near the passage on Kiriwina Island, Gilibwa Village, and a few canoes soon paddled out.

Later, we went ashore to visit. So far I had resisted the temptation to trade for eggs as you just don’t know how fresh they are. I finally weakened as this lady kept holding these eggs in front of me, and she really wanted some rice, so we exchanged rice for ½ dozen eggs. For dinner, I cooked Nasi Goreng with crayfish and the pièce-de-résistance was to be a poached egg. How good is that? Well, the first 5 I cracked had little chickens inside and the sixth finally a good egg. But by then I couldn’t even look at an egg, so they all went overboard, poached eggs taken off the menu for the foreseeable future!

The language has changed from Woodlark and surrounding islands so are again learning the basic words, this time for the Trobriand language, slow going as very few people speak English, and very little Pidgin which surprised us as we thought it would be much more prevalent. Also we were told that hardly any children from the village attend school.

Our next stop was Yaga Island where we anchored in sand in four metres of water. An old fisherman paddled over in his canoe, didn’t speak much English, but had crayfish and indicated he wanted rice or shirt, we gave him both. He was a shark fisherman and they were smoking their catch ashore.

From here we travelled to Losuia on Kiriwina Island. Here, along with Dragonfly and Gambori, we joined another couple of yachts at anchor. Losuia is a large town, grubby looking, with old houses cheaply constructed – brick, asbestos, and wooden huts. There are some canteen type stores with basic food, and even alcohol, albeit expensive.

Here the canoes were relentless, just wanting to sell carvings, carvings, and more carvings. Generally very good quality, we bought a couple of small pieces, the sales strategy of persistence paying off. We went ashore, leaving the dinghy tied to the jetty among the banana boats and canoes. People everywhere, holding out carvings to us constantly. We later heard that a cruise ship had been here last week with over 100 passengers.

We visited the local market and as a result of the rain squalls over the last few days, it was very muddy. We bought some fruit and veges, some from vendors set up on the tables under the market roof, and some from vendors outside, with both them and their produce sitting in the mud.

All along the path to and on the jetty, there were more vendors selling seafood – smoked fish, fresh fish, smoked crayfish, smoked turtle, live turtle, and other items unidentifiable - and of course carvings.

Here is the first time we had to really keep an eye on the canoes and their occupants. We had nothing go missing; however a couple of other boats had a few items disappear from deck. One girl found her sunglasses at the market, for sale.

Kids will be kids though and we had a constant supply around the boat, just having fun, playing in the dinghy, and on the swim platform, trying to sneak on board when they thought Stephen
wasn’t looking (as he had told them they could only stand on the swim platform). Constantly peering in the windows, and providing the skipper with much assistance as he fixed the anchor winch.

With the anchor winch fixed we packed up and headed out in the afternoon, wanting a rising tide to get out through the shallow channel, got down to 1.9 metres, geez! Another yacht that came out later got stuck and didn’t float again until the morning.

We anchored nearby at Boli Point, nice and peaceful after Losuia. We continued the next day to Boimaga Island 15nm away, again no village and no canoes. The anchorage became a little rollie with a northerly wind change so we moved to Tuma Island, only a couple of miles away and more protected. Here we relaxed, fished, and prepared some passage meals for our next big sail.

Here are our anchorage waypoints for the Trobriands, Nov 2010:

<table>
<thead>
<tr>
<th>Island</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vakuta Island</td>
<td>08.48.360'S</td>
<td>151.07.997'E</td>
<td>shallow entrance and anchorage</td>
</tr>
<tr>
<td>Yaga Island</td>
<td>08.44.211'S</td>
<td>150.57.869'E</td>
<td></td>
</tr>
<tr>
<td>Losuia, Kiriwina Island</td>
<td>08.32.955'S</td>
<td>151.04.008'E</td>
<td>very shallow channel entrance</td>
</tr>
<tr>
<td>Boli Point, Kiriwina Island</td>
<td>08.33.438'S</td>
<td>151.01.088'E</td>
<td></td>
</tr>
<tr>
<td>Boimaga Island</td>
<td>08.25.256'S</td>
<td>150.53.215'E</td>
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<td>Tuma Island</td>
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3.4 Bougainville

Wikipedia – 2016: Bougainville Island is the main island of the Autonomous Region of Bougainville of Papua New Guinea. This region is also known as Bougainville Province or the North Solomons. Its land area is 9,300 km². The population of the province is 175,160 (2000 census), which includes the adjacent island of Buka and assorted outlying islands including the Carterets. Mount Balbi at 2,700m is the highest point. Although Bougainville Island is geographically part of the Solomon Islands archipelago, the state of Solomon Islands is not a part of Papua New Guinea.

Bougainville was first settled some 28,000 years ago by people from New Ireland. Three to four thousand years ago, Austronesian people arrived, bringing with them domesticated pigs, chickens, dogs and obsidian tools. The first European contact with Bougainville was in 1768, when the French explorer Louis de Bougainville arrived and named the main island for himself.

Germany laid claim to Bougainville in 1899, annexing it into German New Guinea. Christian missionaries arrived on the island in 1902.

During World War I, Australia occupied German New Guinea, including Bougainville. It became part of the Australian Territory of New Guinea under a League of Nations mandate in 1920.

In 1942, during World War II, Japan invaded the island, but allied forces launched the Bougainville campaign to regain control of the island in 1943. Following the war, the Territory of New Guinea, including Bougainville, returned to Australian control.

In 1949, the Territory of New Guinea, including Bougainville merged with the Australian Territory of Papua, forming the Territory of Papua and New Guinea, a United Nations Trust Territory under Australian administration.

On 9 September 1975, the Parliament of Australia passed the Papua New Guinea Independence Act 1975. The Act set 16 September 1975 as date of independence and terminated all remaining sovereign and legislative powers of Australia over the territory. Bougainville became part of an independent Papua New Guinea, however, on 11 September
1975, in a failed bid for self-determination, Bougainville declared the Republic of the North Solomons. The republic failed to achieve any international recognition, and a settlement was reached in August 1976. Bougainville was then absorbed politically into Papua New Guinea with increased self-governance powers.

Between 1988 and 1998, civil war on the island claimed over 15,000 lives. The Peace talks brokered by New Zealand began in 1997, leading to autonomy for the island. A multinational Peace Monitoring Group (PMG) under Australian leadership was deployed. In 2001, a peace agreement was signed including promise of a referendum on independence from PNG.

Bougainville is the largest island in the Solomon Islands archipelago. It is part of the Solomon Islands rain forests ecoregion. Bougainville and the nearby island of Buka are a single landmass separated by a deep 300-metre-wide strait. The island is 9000 square kilometres, and there are several active, dormant or inactive volcanoes which rise to 2400m. Mount Bagana in the north central part of Bougainville is conspicuously active, spewing out smoke that is visible many kilometres distant. Earthquakes are frequent, but cause little damage.

3.4.1 **Buka Island**

*Unknown source:* Anchor in channel between islands. ES: this is the only place they were up ALL NIGHT worried about locals. Internet access, provisioning in town. "best avocados!" Fine basketwork.

3.5 **Nuguria Atoll**

*Shango – November 2012:* We arrived at Nuguria in the early morning and made our way through the pass south of Nugarba Island with good light. The pass is quite straightforward in good weather and good light. There are several passes to choose from we later discovered.

The pass north of the island of Nugarba is considered a ship pass so might be better in bad weather. We didn’t use it so can’t attest to this.

We anchored off the main village on Nugarba Island, trying to find a spot with relatively little coral. After several months in the Solomons we were shocked to be left unvisited. After a quick tidy-up we launched the dinghy and went in to say hello. We were greeted by a pleasant fellow and taken to the “COE” which, it turns out, is the Council of Elders. There we were introduced to Robinson, one of the elders. After a nice chat he found his son and some of his son’s friends to take us for a tour of the village. After the rather ramshackle appearance of some of our recent destinations the cleanliness of Nugarba was startling. The sand “sidewalks” were bordered by stick fences which were landscaped with a variety of flowering shrubs. The houses were all on stilts for air circulation and the gardens were tidy plots with pumpkin, taro and other miscellaneous goodies.

Nuguria Atoll is yet another Polynesian Outlier. Somehow Polynesians found their way this far west and settled here. The village is relatively prosperous. Unlike many Solomon Islanders the Nugurians have fiberglass boats with outboard motors which they use to fish. The Islanders export shark fins, beche de mer and trochus shells for which they are well paid. They have an Island on the eastern side of the Atoll which they refer to as a “conservation” island so perhaps there is some thought being given to the sustainability of this way of life.

There had been no supply ship in six months so we unloaded the remainder of our edible trade goods, thus making some inroads in unburdening the quarter berth. After signing the Yacht Log maintained by a pleasant fellow named Bill we headed back to the boat and called it a day.
The following day we lifted the anchor and headed across the Atoll to the conservation island. Unfortunately the heavens opened on our way across and it was all guesswork getting to our new spot. Roger was on the bow looking for bombies and I had taken a general bearing on our destination before the visibility went away so we were able to get where we were going without incident. Did I mention that the charts were useless?

The next day I went for a snorkel and was surprised to find that the coral was in disarray. I’m not sure if it was just generally unhealthy or if there had been some sort of seismic happening. We didn’t stay long enough to try other areas unfortunately. We needed to get to Kavieng to check in.

3.6 New Britain Islands

3.6.1 Rabaul (Port of Entry)

Wikipedia – 2016: Rabaul is a township in East New Britain province, on the island of New Britain, in the country of Papua New Guinea. New Britain is an island about 60 kilometres to the east of the island of New Guinea. Rabaul was the provincial capital and most important settlement in the province until it was destroyed in 1994 by falling ash of a volcanic eruption.

During the eruption, ash was sent thousands of meters into the air and the subsequent rain of ash caused 80% of the buildings in Rabaul to collapse. After the eruption the capital was moved to Kokopo, about 20 kilometres (12 mi) away. Rabaul is continually threatened by volcanic activity due to having been built on the edge of Rabaul caldera, a flooded caldera of a large pyroclastic shield.

Rabaul was known as Simpsonhafen during the German New Guinea administration which controlled the area between 1884 and formally till 1919. From 1910 Rabaul was the headquarters of German New Guinea until captured by the British Empire during World War I, when it became the capital of the Australian mandated Territory of New Guinea until 1937 when it was first destroyed by volcano.

During World War II it was captured by the Japanese in 1942, and it became the main base of Japanese military and naval activity in the South Pacific. Settlements and military installations around the edge of the caldera are often collectively referred to as Rabaul despite the old town of Rabaul itself being reduced to practical insignificance by the volcanic eruption in 1994.

As a tourist destination, Rabaul is popular for its volcanoes, scuba diving and for snorkelling sites, spectacular harbour and other scenery, World War II history, flora and fauna, and, of course, the fascinating and colourful cultural life of the Tolai people. Before the 1994 eruption, Rabaul was a popular commercial and recreational boating destination; fewer private small craft visit now, but 10-12 cruise ships visit Rabaul each year, including the Queen Elizabeth carrying up to 5000 passengers. Tourism is a major industry in Rabaul and East New Britain generally.

Yawana – 2015 (via Noonsite): A wonderful and historic place. I anchored in front of Rapopo resort, Kokopo. They welcome yachts and I frequented the bar and restaurant (excellent pizzas!) and was free to use the swimming pool. Unfortunately my boat was broken into one evening shortly after sunset as I was enjoying a sundowner ashore. A few small things were stolen, not a major robbery, but a robbery none the less.

Segue – December 2014 (via Noonsite Published: 2014-12-04 Papua New Guinea)

There have been MAJOR changes entering PNG - and it's all good!

Previously, one needed a visa prior to entering PNG waters. This has now changed. The government has recently passed legislation enabling visas on arrival -- which applies to two
ports of entry -- Port Moresby and Rabaul. While the new rules apply primarily to persons entering PNG by air -- at least in New Britain, it also applies to yachts.

We just cleared into PNG at the Rabaul Airport and were granted 60 day visas (free!) -- which CAN be extended for another 30 days at a cost of K$400. There was ABSOLUTELY no fuss or bother. So, the procedure for clearing into PNG (at least in Rabaul) is as follows:

1) Anchor in Rabaul just off the yacht club (it's easy to find -- it's to the right of the main wharf as you enter the Harbour).

2) Contact "Rabaul Harbour Control" on VHF16 and let them know you've arrived -- and request quarantine clearance.

3) Harbour Control will let you know when you might expect Bio Security to come out to the boat.

4) At the appointed time, keep an eye open on the shore and at some point a pick up truck will show up with both Quarantine and Health Inspectors. Go and get them in the dinghy. Their services will cost about US$90.00. Don't panic! Everything else is free after this point!

5) Next step is Customs. This is super easy, except you have to take a bus! Customs is located in the nearby town of Kokopo. From the yacht club, walk up to the main road and catch the #8 bus to the market for K1$ (50 cents). Then at the market, catch the #8 bus to Kokopo (K$3 -- us$1.50) to Kokopo. It will drop you off at the market. From there, walk about 150 meters to the Westpac building (blue roof). Customs is on the 2nd floor. Again, another awesome sort of truly friendly civil-servants. They were not at ALL concerned that we checked in some number of weeks after leaving our last port (Vanuatu -- we cruised the Louisades for some time before we checked into Rabaul......)

A note on security: Some cruisers have anchored off Kokopo, but it is NOT recommended. There is a lot of "banana boat" traffic from here to the nearby Duke of York islands -- and as recently as this week, a cruiser was assaulted on board and had some items stolen. Rabaul, on the other hand is more secure -- especially in front of the yacht club where there is 24/7 security monitoring the anchorage.

6) Last step is Immigration. Go back to the market and catch the #8 bus which will take you to the airport. This is where Immigration hangs out. If there's nobody there, duck into the arrivals area and find the Customs folks. They'll put out a call for the Immigration people for you. Don't be in a hurry. Chat up the Customs people. Lovely folks! You'll probably end-up having tea with them!

The bottom line is Rabaul is truly AWESOME. I've rarely encountered more lovely people. There's a bad rep about "raskols" -- but this isn't a problem everywhere. Rabaul is amazingly "chill". Great security if you're worried, the yacht club is filled with awesome expats with great tales to tell. Of particular note is Rod -- who's been running diving here for the past 30 years. Stop by -- it's awesome! But DO keep an eye open on the Volcano -- you might have to up-anchor in a hurry if she's set to blow!

Other comments about Rabaul. The Internet here is AWSOME! Digicel just upgraded their towers to 4G and -- with either a smartphone (iOS or Android) and subscribing to a data plan, you'll enjoy FAST 4g service! Sims are available in most of the supermarkets for k$5.00 and data is -- as usual in this part of the world -- a little "spendy", but very high quality. Skype works perfectly! Whoever sells
you the sim can help you with selecting a data package that works for you --and help you
configure your device to access the 'net.

3.6.2 Kokopo

Wikipedia – 2016: Kokopo is the capital of East New Britain in Papua New Guinea. The capital
was moved from Rabaul in 1994 when the volcanoes Tavurvur and Vulcan erupted. As a result,
the population of the town increased more than sixfold from 3,150 in 1990 to 20,262 in 2000.[1]
Kokopo was known as Herbertshöhe during the German New Guinea administration which
controlled the area between 1884 and formally until 1919. Until 1910 it was the capital of the
German colonial administration.

On Sunday, March 29, 2015, a strong earthquake, of a preliminary magnitude of at least 7.5,
which if confirmed would be the strongest earthquake in the world up to that point for 2015, was
recorded near Kokopo, and a tsunami warning was issued.

The remains of the former capital Rabaul are located some 20 km (12 mi) to the north-east of
Kokopo, when using the Kokopo-Rabaul Highway. There are still some 4,000 inhabitants in
Rabaul, down from over 17,000 before the latest volcanic eruption.

Rabaul Airport (also called Tokua Airport), one of Papua New Guinea's largest domestic
airports, is located a few kilometres east of Kokopo.

Tagtraumer – December 2014 – Clearing In: Rabaul is the official Port of Entry, not Kokopo.

It is very important that yachts follow the proper procedure for clearing into PNG through
Kokopo/Rabaul.

You must anchor by Rabaul so that Quarantine inspection can be carried out before you are
cleared in with Immigration and Customs in Kokopo. The authorities are extremely concerned
that yachts are not adhering to the correct procedures. The Quarantine man, Peter Johnson,
said the best thing to do is to go to the Yacht Club and they will help yachts do things the right
way.

There was talk of fining us and another yacht who had done things the wrong way.

Tagtraumer – November 2014 – Boarded and Robbed (from Noonsite): Two nights ago at
anchor in Kokopo, about 7.30pm, we were boarded and robbed at knifepoint by 3-4 young men,
about 20-21 years old. Two men tried to tie up the captain who was dozing in the cockpit. They
gagged him with a t-shirt and held a machete to his throat and told him, if he called out, they
would kill him.

I was in my cabin when a third man tried to cover my mouth and told me "don't scream". I
screamed for all I was worth and he bolted. I chased him as far as the saloon and saw him
getting away over the stern (he ended up in the water lol). They paddled away in an outrigger
canoe as fast as they could.

We fired off a flare and the boat in front with 2 PNG guys motored over to investigate. When we
told them what happened they did a bit of a search but came back 15 mins later saying they
didn't have the fuel to keep looking. The rascals left behind their machete and a t shirt.

We tried to radio Rabaul Port Control on Channel 16 to alert them as to what happened, but
could not raise them. We reported the incident to the police first thing next day. The guy who
came inside was wearing a head torch and stole the wallet that was on the table (1000 kina and
credit cards) and a laptop computer.
I used to work in Rabaul so was very aware of the security issues. We had removed EVERYTHING from the cockpit and chained and locked EVERYTHING up, including everything in the dinghy too (fuel tank, paddles, outboard). Nevertheless we were still done over.

I have been told that yachts have been robbed no matter where you anchor in the bay. A boat arrived here a few days ago and told us a yacht was boarded and robbed at gunpoint at Alotau.

The locals we have told about it are extremely angry and upset about this situation. Everyone has been helpful and supportive.

A good light in the cockpit at night might go a long way towards deterring such attacks, especially if you anchor in front of the resorts and as close to the shore as possible.

We were left quite shaken but thankfully we were not hurt.

Asylum – 2011 (from Noonsite): With regret, we report that what we thought was a safe, friendly town and anchorage in PNG turned out to be not so. We arrived in Kokopo on Monday, 7 March 2011, from the Solomons.

On Thursday night, 10 March, we were awakened at about 11:30 p.m. by 2 men wielding bush knives coming down through our V-berth hatch screen landing quite literally on top of us. They woke us from a sound sleep and were there before we had a chance to reach for the large can of Bear Pepper Mace that sits beside the bed. While one held us in bed at knife-point, constantly shushing us telling his partner to “go fast,” the other ranted about wanting laptops and guns, and rifled through various areas of the boat looking for things, asking in particular for mobile phones as well. We do not carry weapons, and finally convinced them of that.

We managed to talk them out of taking our main laptop with email, navigation programs, etc., on it, and instead offered an old, back-up laptop, in a case. They also took cash (leaving everything else in Jim's wallet), our 2 cell phones, a Palm Pilot, flash drives, a dive watch, and a few other small things before tying us up with clothes and wires and making their escape.

Jim was bound firmly, hands and feet, with hands tied behind. Katie was bound hands and feet as well, but with her hands tied in front. They left saying they would send "rescuers" in 10 minutes (which of course they didn't), but as soon as they had gone, Katie managed to untie Jim's hands and he was then able to release the other bonds. Fortunately, they did not take our Iridium phone, and we used that to call the local police, who promptly came out to the boat and took the report.

The robbers were extremely quiet; we never heard any engine noise and assume they paddled out in a canoe. Katie said in hindsight that earlier, while reading in bed and just before turning off the light, she had strong sense of body odor and actually wondered if someone might be near the boat, but dismissed the idea and assumed it was just a wind shift carrying new smells from land. It turned out that she had, indeed, been smelling their body odor.

We are very security conscious and had the dinghy raised, the main companionway locked, and other hatches dogged. Only the V-berth hatch was open for ventilation--our weak link -- though covered with a low awning. The stolen items are replaceable--we are thankful not to have been injured during the robbery. The local police were extremely responsive and we even met with the Provincial Police Commander the next morning. We also reported the theft to the Customs office. Everyone, including a few people we'd gotten to know even in our short time in Kokopo (e.g., the owner and his son at the mobile phone store, the ladies and an AusAID volunteer at the tourist office), expressed surprise that this had happened ("Never before in Kokopo!") , was extremely apologetic, and made offers of help to try to find the thieves and recover the items.

To add one other bit of context: On Tuesday night (our second there) we were visited by the police in the middle of the night (no less unsettling at the time), who reported that someone had
phoned them to say "the yacht was being robbed." At the time, that wasn't true, though in retrospect the person who called (we understand it was the manager of a restaurant that overlooks the harbor) may have seen something. As a result of that visit, we already had some rapport with the local police, including names and their phone number at hand. They had had to "hire" a local boat to bring them out to Asylum to respond to that call and we found the 3 guys from the panga actually walking around on board, while we were talking to the police. We raised this issue with police commander when we met with him: that perhaps THOSE guys were also casing the boat at the time, a fact the police officers may or may not have been aware of. He promised to follow up on it.

We try not to condemn an entire country or cruising area because of a couple of opportunistic thugs. Robberies can happen anywhere, but the incident has left us somewhat shaken and debating our original intention to spend more time exploring PNG.

We're now on a mooring at Ropopo Plantation Resort, near Kokopo, where owners Brian and Bev are welcome hosts to visiting cruisers. The resort is about 2 miles east of the Kokopo anchorage and provides moorings when possible. They monitor VHF 84. Bar and restaurant are excellent. They, too, were very surprised at what happened to us.

3.6.3 Kimbe Bay

**Alk – May 2016:** There is a small private quay from KBSA at 05° 32.73’S 150° 08.69’ E, and they may be able to accommodate a visiting yacht. Good provisioning in town with well-stocked Anderson Supermarket. Good hardware shop on KBSA terrain.

Otherwise Walindi Resort may have a mooring available but also has room to anchor at 05° 26.13’ S 150° 05.32’ E in 17m

Yachts are welcome at Walindi and water/fuel available. Many good dive sites in Kimbe Bay. Check with Walindi Resort. [http://walindifebrina.com/Walindi-Resort](http://walindifebrina.com/Walindi-Resort)

3.7 Islands in the Bismark Sea (Between New Britian and Manus)

3.7.1 Garove Island

**Alk – May 2016:** Since the incident of 2012 reported in Noonsite, very few yachts have visited Garove. The incident was greatly regretted in Garove and the death of one of the attacker was felt as a relief as it was a 'bad boy' who put the community to shame.

Garove is a beautiful island with friendly people who welcome yachts.

We anchored off Balangori village, got water with hose in the tank in Peter Haven and paid a short visit to PotPot, a gap in the coast reef at 04° 39.023’ S 149° 31.475’ E on the N coast of Garove. Here we were visited by the 'tourism chairman' and 'cultural chairman' who came to the boat to assure us we were safe and welcome in their village. They regretted seeing no more yachts since 2012.

3.8 Duke of York Islands

3.8.1 Mioko Island

**Anui – September 2011:** I am starting to write this sitting in an anchorage in the Duke of York islands near Rabaul in a small bay surrounded by villages. There are a few canoes of kids hanging around the boat and the morning has been the usual stream of trading – today for oranges, cooking bananas, shells, coconuts, papaya and green beans.
Scott and Finn went off in a local boat to see some Japanese bombs left over from WWII. This whole region is full of sunken wrecks and jungle-hidden relics from the last two wars. Poor Papua New Guinea was really hit hard. On this island, the locals had to go and hide out the years of WWII in caves, hiding their babies and disguising the smoke from their fires as best they could. If the Japanese saw the smoke, they would throw a grenade. It seems that when the Japanese eventually beat a retreat they jettisoned their planes and tanks and left them to become new reefs and for people like us to snorkel on. This week alone we have dived on two tanks, several boats and a plane.

We’ve been warmly welcomed by the people of Duke of York, especially here at Mioko island. Yesterday Scott went to the local touch football final, attended by almost everyone on the island. The match eventually had to be abandoned due to intra-village arguing over the score, but that is apparently quite normal. Today we were invited to visit a lovely man and his wife (Mr and Mrs Iona Alipet) who are building homestay cottages on their part of the beach. They presented us with bags of fresh vegetables and then we talked the afternoon away. This afternoon I was visited by two canoes of young girls who had noticed my painted toenails and had raided their gardens for tomatoes and chillies to exchange for nail varnish!

3.9  New Ireland & Close Islands

3.9.1  Tatau Island

Miss Behave – August 2014: After an overnight from Kavieng, we motored through Saraware passage never seeing less than 15 metres under the keel then headed north to Tatau Island. We went further up the inlet and found a clean bottom in 12 metres.

Position:  02 47.5’S / 151 59.7.0’E

No sooner had the anchor set than we were set upon by all the local village children and of course the village elder Sebastian who made us very welcome with a bunch of fresh coconut and assurances of a safe anchorage. After he left the children, having learnt what we like from Sebastian, returned with loads of chilies, egg plants, coconuts bananas and fresh pumpkin shoots. The children left on nightfall, arms loaded with tennis balls, pens, paper pads, rice and lollies. As the last of the light went I shone the torch on the water and no more than 30 metres away was an enormous crocodile eyeing us off. Sebastian assured us the village has never lost any children only pigs and dogs do missing. We slept the best we have for weeks knowing Colin the croc was watching our six!

3.9.2  Kaveing

Screensaver – June 2017 – Nusa Resort:  02 35.05 S / 150 46.88 E in 10m, Sand, 2G Cell service.

Nusa resort has small lagoon/duck pond on the SE corner of the resort. You wouldn’t want to enter there in darkness or when you can’t see the reef unless you have decent Google images overlayed. The Lagoon offers further protection although while we were there the weather was pretty quiet. It was also far enough away from Kavieng that we never got hassled by local canoes and yet near enough we could take our tender across to Kavieng markets, or if proffered Nusa Resort would take you over and bring you back for 20 Kena.

They also do airport runs to and from and many of the typical resort functions, from diving fishing kayaking etc. My guess is if you ask and it’s doable they will try to accommodate you.

Unlike many other places Nusa was also responsive. When I emailed Shaun before we came, I had a response within 12 hours, plus they do actually have and use their VHF radio’s which also
makes life easier. We ate there a few times and shared a few beers which was very nice and exchanged our stories. The prices in PNG are generally expensive, i.e. similar to Ozy in many area’s, but in the end I think the prices at Nusa were quite reasonable, especially given the food was good, the bar was well stocked and the setting/environment was a nice mix of local art carvings history with a bit of western twist.

I checked into Customs at the end of the main road leading from the beach, which is all that was expected. All very simple, and made easier when the girl who checked us in was well into the Beatle-nut.

We did a bit of shopping but don’t get your hopes up. This place is not big and perhaps arguably just a little better stocked than Vanimo.

The ATM spat out another 1000 Kena which doesn’t last long, the internet was topped up, another fishing lure acquired.

On our way from Manus to Kavieng we had come down the west coast of New Hanover as I expect the swell to come from the east and the passage on the east coast between Tsoilaunung, Tsalui and New Hanover looked messy with lots of shallows and plenty of places to get into trouble. However with a bit of local Knowledge and a real chart from Luke at Nusa we changed our minds.

**Alk – May 2016:** We found a reasonable to mediocre fresh market but several well stocked supermarkets.

Arrive with PNG visa and clear in with friendly Customs who can do full clearance in. If you arrive without visa it may be possible to fly to Rabaul for a day and get visa at Immigration in the airport (Mr. Lindsay).

**Tenaya – 2015:** For safety reasons we pass by Kokopo and check-in at Kavieng. The plan is to refuel, restock and be on our way in a few days, but we stay three weeks. The anchorage is calm, wifi is available, the people are friendly, the diving is spectacular, and there is a bar and restaurant at the eco-resort ashore.

People are friendly here. On the way back from Panakondo village we walk along the shore, introducing ourselves to those we meet. Our story goes something like this: “Hello, we are Jim and Katie from the yacht. We are Americans but sailed from Europe. The yacht is our home. We live on it all the time—for seven years now. Thank you for letting us park our home in your bay.”

They ask questions about us; we ask questions about them. We invite them to visit and are surprised to hear we are the first to do so. They assure us that Tenaya is safe. No harm will come to her.

Even in town, people are nice. Many say hello before we do. When Jim asks about buying 300 litres of diesel, Malcolm says he will find a boat and bring out a 200 litre drum with a pump, and cans holding the rest. It’s clear that he doesn’t trust Jim with his precious pump. He comes the next morning and is happy to be invited aboard for a cold Coke—he has never seen the inside of a yacht before.

Each time we part company with our new friends we say “Mi lukin yu behaen” – ‘I’ll see you later’ in pidgin. When we leave for the last time Jayne says, “Mi lukin yu no mo”. Tears roll down my cheeks.

**Miss Behave – August 2014:** We arrived safely in Kavieng and are at anchor outside Nusa Island Retreat.

Our mooring Pos is: 02 35.067S 150 46.922E, mud bottom, good holding in 7 metres 100 metres from the Resort.
We had a great meal there last night and met the co owner, an Australian so naturally drank Bundy Rum and had a good time. I head into town today to see a repair shop who may help repair the pump.

Later… All good now thanks to a great mechanic here in Kavieng. We head for Ghizo this weekend. Nusa Island Resort, Kavieng is where we are anchored and I can not speak higher of the place. Sean the co owner and all the staff are brilliant. When they know you are not a grotty yachtie and willing to eat their food and drink their great SP beer they bend over backwards to help. Fanstastic is all I can say.

On leaving… After a splendid 5 days anchored off Nusa Island Resort we had to leave otherwise I was tempted to set down my own mooring and stay for a month or two longer. Shaun and his staff were great and made us most welcome. We did frequent his bar and restaurant often because the SP Brownies (Beer) and the food was amazing. Monster mud crabs one night, lobster the next, fresh Mackerel the next. We had not had a good salad since leaving Hong Kong.

Endless Summer – 2011: We checked in with Customs (a guy named Patrick in a one-person office in the middle of a gasoline refinery), we went into the city to buy food for this leg of our journey, and I got introduced to the wonders of betelnut and the Pidgin language.

After our day in Kavieng, we lit out the next morning for our island touring where I was anticipating great skin diving, a chance to meet some of the villagers along the way, and lots of time relaxing on the boat. One of the things you quickly discover is that whenever you anchor the boat near one of these remote, inhabited islands is that you are immediately met by a flotilla of dugout canoes fitted with outriggers (all made by the villagers from local trees). Men, women, and children all come out to look at the boat, look at us, talk to us, try to trade fruit or vegetables for things they need, etc. Just staring and making no effort to talk is also a favorite activity apparently.

Anui – September 2011: We had a good week in Kavieng, anchored off the resort opposite the town. Although we have been careful to research the areas we would visit in PNG, there is the always the potential for some security problems, especially near towns. Resorts seem to offer a little protection for visiting yachts, as they patrol their beach areas and keep an eye on yachts and dinghies. They are also useful for locals knowledge. Most of them are set up to cater for people coming to dive or surf and make arrangements with local communities to pay a fee to use their beaches and waterways. Apparently in surfing season (which starts in October) in Kavieng you are not allowed to surf unless you are booked in and have paid a 10 kina ($5) daily fee!

We've been amazed at how expensive things are in PNG – at least 5 times the price of everywhere else we've been in the past 15 months. I suppose they are Australian prices, but they are must be crippling for local people. A jar of coffee is $16, a single tomato in the fresh market is 50c and even a coconut is $1. Local wages in the regional areas are very low (at the local copra plantation people get paid 60 kina a week) and transport between the islands, often used by those in paid work, is expensive.

The people we meet are friendly and smiling. Many smiles are marred by betel nut-stained teeth. Betel nut is chewed everywhere by almost every man and woman, with streams of red juice being spat expertly on every side. The nut alone doesn't give the brief rush of euphoria. It is chewed with two other items - a portion of green mustard bean and a pinch of lime (as in an ingredient of cement, not the fruit!) - which turn the betel nut red and give a rush which lasts several minutes. Chewing is quite respectable, with the nuts being sold from small tables in neat
rows on every corner. The resulting damage to teeth and gums is horrendous. That doesn't take
the shine out of all the smiles, though - the people here are so lovely.

**Forza – May 2010:** Although we were low on fuel we decided to try and get to Kavieng rather
than Manus as we had been told the officials in Kavieng were not overly zealous. As it turned
out we only just made Kavieng with hardly any fuel left. This was due to head winds and an
average of 1 knot contrary current. Anyway, we made it using the northern entrance, least depth
was about 5m and we anchored off the Nusalik Resort in 11m of water in pos’n 02 35.10 150
46.91. This resort is yacht friendly and meals and a bar are available. It is pretty low key and
you need to give them notice if you are going to eat as they do a buffet style meal for their dive
or surfing guests, they listen on VHF 69 and we spoke to a lady called Shannon, who is
Australian.

This was our first town in PNG and we were worried about dinghy security when we went to
town or the market. There is another resort close to town called Malagan Beach Resort and we
left our dinghy there which proved to be a safe place. In return we had lunch there a few times.
If you have the latest PNG Lonely Planet it has a fairly accurate map of the town and where to
get things.

Notes:

- **Fuel** – there are 2 service stations, we picked the nearest one next to the hardware and
  pharmacy and they were happy to send a driver and ute to the Beach resort and pick up
  our jerry cans and then drop us back down again – price was 3.42 kina/ltr for diesel. We
  were told that it was possible to get customs approval for duty free fuel but due to our
  ‘illegal’ status we did not go down this track. We were also told by a yacht coming from
  the Solomons that oil was difficult to buy in the Solomons so we also bought gear oil.
- **ATMs** – there are 3 banks but only one with ATMs we had cirrus debit cards and this did
  not work, however, a visa debit card did. They will also give cash using credit cards.
  Good luck.
- **Internet** – expensive!!!! At Busiworks it is 48k per hour, make sure you check in at the
counter upstairs before you get on the computers. An alternative is across the water
from the resort at Scuba Ventures (Kara & Dorian) who have a wireless set up, it is
faster but you need to take your laptop and it is still 48k/hr but on an honour system.
Nusalik resort does not have internet available. Kavieng was the only place in our PNG
trip that had access to internet.
- **Market** – this is visible across the water from the anchorage and is best on Friday and
  Saturday but opens all week except Mondays. Limited fruit and veg but well worth
  going, we bought a large smoked crayfish there for 5k and there was also live mudcrabs
  – big ones.
- **Gas** – we did not buy gas but another yacht did, however, they closely checked his
  bottles and rejected one for being out of test date.
- **Shopping** – there are 4-5 supermarkets with most things available and also a grog shop
  that sells beer and cask & bottled wine it is about the same price as Australia.
- **Pharmacy** – it is next to the hardware shop and has lots of goodies, in particular we
  were able to buy malaria self test kits here quite cheaply (around 12k each from
  memory) well worth the money.
- **Eating** – the Kavieng Hotel has great hamburgers.
- ‘Giveaways’ to buy, all the old faithfuls are still good ie pens, exercise books, old
  clothes, fish hooks etc, in addition sugar, rice, 2 minute chicken noodles and
  importantly, D-cell torch batteries (for 6 batteries we got 14 crayfish!) they like the ABC
  black brand and you can get them in boxes of 24 for about 40k.
As there were many stories of petty crime etc in the bigger towns, we decided to only visit the small island groups to the east of New Ireland. We did this in company with our friends Margaret and Douglas on “Tonic” and had no problems with security and met many really nice people.

3.9.3 **Tanga Islands (03-25S / 153-14E)**

General Location from Google: -3.4456737,152.9744921

ES: Between Lif and Bitlik, there’s an extension of coral that you can pull behind. Anchor in 45-65’. ES was in 85 (3 boats filled space).

**Screensaver – July 2017 - Malendok, Bitlik:** 03 30.25 S / 153 12.40 E in 18m, rock coral, no cell.

I had a couple of nice anchorages picked out but as is the case with many of these islands out here and the surrounding waters are pretty much unchartered so on arrival at our anchor point at around 17:00 I found it to be 70m deep, or 1m.

Another spot on North end of Lif was only 25 minutes away and looked to be better protected and not all that deep. But this to wasn’t going to work unless you were going to drop your anchor on the underwater cliff and pull back on stern line to shore, keeping your fingers and toes crossed.

We had a waypoint from SEAsia cruising guide and I explained to Klm that was useless, seriously I don’t know why anyone even bothered to give a way point to DD.mm only, it’s a complete waste of time and misleading when such accuracies cover 1 nm (ie 60 seconds is a NM).

We crept through the channel and once again my depth sounder screams at me not enough water. More and more now if it goes from greater than 90m to less than 9m in a second I have tended to ignore it. So with the wind up, the light disappearing rapidly, the depth alarm screaming at me we made it through the channel to approach Bitlik.

Creeping around in near dark with no decent Google image, in uncharted water, with the depth going from 40 to 20 to 5m, the depth alarm going went off I decided we either had to stop and live with what we had now or move on. With the anchor down I hoped the wind would not change in the night as I had no real idea how far away we were from the Island’s reef where we were. My anchor watch that night was set very tight and thankfully the night passed without any drama.

The next morning a trip to Bitlik and climb up the hill for the view revealed we were too close to the reef. The view was however very nice and it did look the part.

**Screensaver – July 2017 – Lif Island:** We ended up moving behind a small reef where at least we had enough swing room and were in 9m and not 20m. 03 30.67 S / 153 11.37 E

**Forza – May 2010 – Lif Island:** After passing between the islands We dropped anchor on the east side of Lif island in 17m of water in pos’n 03 30.67 153 11.34. This anchorage is inside a reef and quite sheltered from the swell, the reef is also quite good to snorkel. We traded for fruit and veggies and also batteries (4) for crayfish, it is usual that they ask for batteries and then spear the crays overnight with torches and bring the crays the next morning. A nice anchorage.

3.9.4 **Tabar Islands (02-48S / 151-58E)**

General Location from Google: -2.9157383,151.944005

**Screensaver – July 2017 - Simberi Island:** Simberi is 74nm east of Kavieng, at the northern end of the Tabar Islands. 02 37.72 S / 151 56.60 E in 18m, 2G cell.

I had my usual Google image in which I could see the bottom and had plotted a route up behind the reef, entering around the southern end of the offshore reef. To my surprise the Google
image was seeing the bottom at around 25m depth of water. On a good image you get 15-20m visibility so this was quite rare. The water was probably the clearest I have seen in PNG so far.

We anchored near an old wreck (SS Tintenbar) and while history was my only poor subject I guessed old steam powered boats of this vintage was probably at least 70+ years old. There is still coal on the sea bed in places and much of the mechanics are still visible.

Simberi has quite large gold mine and one of a few Islands being mined in this general area. If you get offered gold nuggets on the streets (as I was) at 50% discount to the market value, be very careful. Sometimes cheap works but not always.... I am aware of someone who bought black pearls in Malaysia and later had them valued in Ozy at roughly twice the price they paid, so in theory that was good value, but I’m also aware of someone who bought a rather nice raw looking piece of gold, that actually had other minerals inside it and was just nicely coated and crafted in gold for the sucker.

A quick look around the reef we were hiding behind revealed not a lot of fish and while the water was clear not a lot to see.

We only spent one night here.

**Screensaver – July 2017 - TaTau Island:** 02 46.40 S / 151 54.88 E in 18m, mud 2G. Quite a few of the islands around here and heading south have fringing reefs that you can get in behind. The local council member stopped in on his way home chatting for a bit and these guys were educated not to bump into boats for a change. We got the various mine stories as we have moved around. Right now there is no mining on this Island, but plans are afoot. The locals have learnt a bit from others and this mining company that is to start next year must build roads, school, hospital up front before they start mining. Locals must get first options on jobs, accommodation for miners must be built and so this will no doubt bring some money and help to the island along with some destruction as well to the environment.

When you ask about croc’s the locals will tell you different answers, some will say yes, it’s fine. Others will say, no they live there and some will, say just don’t swim dawn and dusk. The reef seemed far enough away from what to me looked like and ideal croc playground, so we did a bit of snorkeling on the reef. This reef was much more alive all be it mostly small.

We spent 2 nights here.

**Screensaver – July 2017 - Cigaregare Harbour:** anchor in 16m, mud, 2G. This is a small bay with nothing more than a village house. While it is a bit squishy with two yachts in there it is certainly well protected, and if you were expecting a big blow one could rig up additional lines to shore without a lot of trouble.

**Endless Summer – 2011:** did not feel comfortable here. Thugs visiting boat, told later by local they had guns. Stay away. Nearby Mariwu / Simberi islands had nice people and great surf.

**Forza – May 2010:** We approached these islands from the west and passed through the Saraware channel where we had a least depth of 15m though beware of the central reef when exiting the passage, we left it to port. We caught a barracouda on our way around to the Mabua island anchorage. After transiting the entrance through the reef, turn to stb’d and there is a small bay, as per the guide, we anchored in 25m of water in pos’n 02 47.79 151 59.34.

If we went again I would keep heading further into this bay where it should be shallower, we went up in the dinghy. Also, if you have a crab trap, we caught muddies here.

As is usual, throughout the islands, you will get visitors in canoes who may have a yacht visit book to sign and fruit and veggies to trade. We never paid money only traded rice and noodles etc.
3.9.5 Lahir Island (03-07S) /

Screensaver – July 2017 - 8/7/2017 Lihir Lakakot Resort

42nm SE, anchor in 5m, mud, some 2G. I had contacted Mark from the resort prior and once again I had a good quick response. I could see there was a small bar at the entrance and as Mark had advised it has 5m over it at low tide so no drama getting in there. Again not heaps of room but enough for 2 boats to swing around and probably the most protected anchorage I have been in this year.

The rain came and went more times than I could count and eventually we decided at this rate we would never go ashore so we made the 30m dash. It’s not really a resort at this time and it’s pretty much closed although Mark and his crew made us feel very welcome. A significant portion of their business came from the mine and back a couple of years ago the locals, had enough of the mine promises and dug their heels in pretty much bringing the mine to a halt and with it a significant part of Marks business. That’s all pretty settled now so Mark will crank it up again, but mean time yachties are made very welcome.

Once again the people here all very friendly and helpful. We were greeted by a couple of the girls staying there looking after the place, and the cook invited us to dinner, which due only to the weather we declined. There is a small store on the edge of Mark’s property which they opened up specifically for us and I broke the budget and bought a couple of beers.

Town (Londoiovit Put Put)) is on the other side, a good 35k by road. The mine people were supposed to tar the road and I guess they did the first 8-10k, but the rest is pretty rough and ready. Sitting (or bouncing) in the back of one of the pickup trucks we made the 1.5hr journey to town along with 10 or so others.

In some ways the supermarket here was better the Kaviang specifically in the meat department, and some western products I had not seen for many months, I guess a result of the mine. I could not bring myself to pay nearly $70.00au dollars for a cheap scotch (JW Red) but I did succumb to going halves in $70.00 carton of beer with Ken. Screensaver was now facing its driest period on record inside, and new records for its wettest period were being set outside.

We managed a bit of walk around the local area between what seems to be never ending rain and I’m not looking forward to the rest of the wet season. This year it is crazy much more rain than prior years. I have grib files going back about 6 or 7 years and this year is by far the wettest.

Hopefully after August things will settle down a bit.

Forza – May 2010: We went to the west side and anchored off Lakakot Resort in Lagagot Bay in 10m of water in pos’n 03 09.04 152 33.66 this was directly off the small resort. Keep the sounder going on your way in as there are both nth & sth reefs you have to negotiate at the entrance, we had least depth of about 5m going in the entrance.

The resort mainly caters for gold mine personnel from the other side of the island. Here you can get fresh baked bread, there is a bar if you decide to ask them for an evening meal. We had one meal there for 45k per head and were quite disappointed although we were the only people there which might have had something to do with it. A truck leaves for the mine every morning at around 5 and the manager, Joseph, arranged for it to take and fill 3 jerry cans with fuel, the price was 4k per ltr and delivered to the beach that night. Things may be different if the management changes. Also, we next went to the east side and could have got the fuel ourselves but it was the same price. Again lots of canoes here but nothing to trade.
Londolovit Bay, east side of Lahir Island. We went around the north end of the island and anchored in 6m of water in pos’n 03 04.51 152 38.02 which is just off the jetty. This is a mining town with a service station close to the jetty and there is a supermarket and hardware shop plus various other shops and also a market. We tried to arrange a tour of the mine but it all got too hard due to safety regulations etc. It is a huge operation and almost everybody in the town is employed by the mining company. We got a call on 16 by an expat who lives on the hill looking down on the anchorage, who invited us for a BBQ on the Friday, as it was only Wednesday we had to politely decline as we planned to leave the next day. There is little to recommend this place unless you need fuel or stores and all prices are expensive, the anchorage is also open to the east.

3.9.6 Namatanai / PunPun, New Ireland

Screen saver – July 2017: Anchor Pun Pun 1nm east in 8m, 2G cell.

Namagurtamat or Rahang bay has a small harbour. At the end of the day with the large cargo boat there it seemed too small for us all to play in the same area so we stopped just around the corner off Pun Pun. A trip to the small town in the tender searching for a post office was a lost cause and reinforced my growing belief to keep away from the mainland as I was approached by man telling us it’s not safe here to anchor I will show you were to go, where are you now, how long will you stay, is it just you two…. all leading questions and if he was genuine then that too is a reason not to be here.

3.9.7 Green Island Group (04-28S / 154-12E)

Screen saver – July 2017 - Nissan Island: We went through the southern pass on the west side of the lagoon and anchored in several spots in the southern end of the Nissan lagoon.

Forza – May 2010 – Pinipel Island: We went to this island as we hoped it would be less populated than Nissan Island, however our anchorage was quite a long way offshore, due to an inshore reef, so we only stayed one night.

In hindsight it would have been better to anchor just to the east of Sau Island. The entrance is a little tricky and again sounder and eyeballs are very necessary. On arrival go to a position 04 21.94 154 06.28 and then steer approx 150 which takes you close to the headland of Pinipel Is and also reasonably close to Sentinel Is.

This means you clear a large reef in the middle of the bay. After getting down to Sau Is we turned to port and anchored in 25m of water in pos’n 04 22.67 154 07.12 This is a nice sheltered bay and Sau Island looks well worth exploring.

3.9.8 Ambitle Island – Feni Group

Screen saver – July 2017: 04 01.5167 S / 153 37.1667 E

Endless Summer:- 2011: Endless Summer's favorite place. Logging hasn't been allowed so the jungle is beautiful. Very friendly. Ambitle has a great rip in the seafloor offshore that bubbled up hotwater - hot bath! and very kind people.

Forza – May 2011: We went to the anchorage suggested in the guide, entering the reef to the north of St Johns island and turned south to anchor in position 04 01.52 153 37.22 in 23m of water. A local elder called Clement made us welcome and showed us the village and his various gardens, well worth the visit. Also, after collecting 4 batteries from each boat he delivered at 6.15 the next morning 7 crayfish each. Boy, did we have a feast that night. As a lot of the crays are quite small, we just took the tails and gave him back the heads as they make
soup out of them. This is a nice sheltered anchorage but needs eyeballs and sounder when coming in.

After 2 days here we headed south to Nanum Bay where there are hot springs. This is an easy entry and we anchored in 20m in pos'n 04 06.41 153 35.39.

Ashore we met a lady called Macy who went to school in Brisbane and spoke with an Aussie accent. Macy took us up the hill to a stream which was hot and we also visited a few houses. The walk was good and it was interesting to talk about the present situation regarding gold mining.

There is gold on the island but one faction wants to bring in the big companies, while another group wants to be more environmental and just pan it themselves – who knows who will eventually win!! We were made very welcome but Macy was just visiting and so the village elder called John will probably be the man to talk to. Also, I am sure we were not taken to the source of the hot springs which apparently is worth seeing.

3.9.9  Emirau Island (01-40S / 150-0E)

Pacific Wrecks: Emirau Island is located in the St. Matthias Group, nearby is Mussau Island. Emirau is eight miles across from east to west. Pronounced 'E-mir-a'. Also know as "Storm Island" first sighted by Dampier in 1699 and named "Squally Island".

Wartime History

A prewar German plantation and a Seven Day Adventist missionary station existed on the southern portion of the island. World War II first came to Emirau in the form of a Kregsmarine raiders Orion and Komet, who left about 500 men, women and children on Emirau in early December 1940, after the sinking of their ship, RMS Rangitane and Holmwood. The survivors lived on the island until rescued by Australian authorities.

American Liberation

On March 12, 1944, the Joint Chiefs of Staff decided to capture Hollandia and Emirau as part of the campaign to neutralize Rabaul.

On March 20, 1944 the U.S. Marine Corps (USMC) 4th Marines, 1st and 2nd Battalions, with 3rd Battalion in reserve made an amphibious landing on the island. There were no Japanese defenders on the island, instead the Marines were met by 7 Day Adventist missionaries. The next day and airfield construction is begun. USS Anthony DD-515 covered the invasion of Emirau. Destroyer USS Wintle DE-25 was patrolling off Emirau on April 8 and April 21 1944. Also, on June 12 and 25 and August 28, 1944. The Marines were relived by the US Army's 147th Infantry Regiment on April 11, 1944.

Endless Summer – July 2011: We had been told to phone Pastor Wilson before arriving at Emirau Island so i phoned ahead and spoke to a very elderly gent. I told him how we wanted to visit the island and maybe carry out some eye examinations whilst we were there. We very nearly gave up whilst trying to get there as every bay just seemed too open, too deep, too much swell, too much reef, etc, etc.

We tried one more time to find an anchorage and slipped around the back of a small island on the south east corner which gave us some protection. We were glad we did as we soon met a very friendly local who was fishing with three young children on board his canoe who took us to an anchoring spot. His name was Douglas and he told us how he had the right to fish between the islands as his mother owned that stretch of land including the water in front of it. He knew of
our impending arrival as Pastor Wilson had phoned ahead, the island had no telephone coverage but seemed to have some sort of radio service at the hospital. We told Douglas we would come ashore the next morning and he agreed to come back to the boat and escort us in.

The next morning Douglas appeared in his dugout canoe and he told us how his mother, her sister and the grand children were waiting for us and were going to give us a traditional island welcome. We weren’t too sure what to expect but as we came around the corner there was lots of singing and dancing and everybody had flowers and palms in their hair.

It was a great welcome and they soon had us wearing flower chains and the kids were grabbing our hands with excitement!!

The island had a vehicle, just one, a truck which drove around picking people up and dropping them off whenever it needed to. The truck had been booked for us so we were soon driven off to the local clinic, it was very simple supplying basic first aid by a single nurse.

Jimmy worked in a very small room giving thorough eye examinations and I sat in the waiting area seeing people who just needed reading glasses.

We saw many people that day and they just kept appearing out of nowhere, word soon spreads quickly even without mobile phones. We worked solidly until the truck reappeared at about 3 o’clock, it was time to pack up and return to the boat.

We went back in the next day and had already agreed to go to a new location next to the school. We had a small hut to work in with a couple of rooms but it soon filled with people.

I seem to remember giving out about 25 pairs of reading glasses that day and Jimmy another 15-20 so it was a very productive day. Hopefully a lot of people now seeing a lot better.

After the great welcome, great hospitality and great kindness shown we were glad we made the effort to stop by and anchor there for a few days. Its always sad to leave places like this as its so remote you never really know whether you’re ever going to be able to come back and visit again.

3.9.10 Manne Island / Patitaun

Screensaver – June 2017: 46nm East of Baungnung, Anchor in 8m, 2G.

Watusi was on their way and needing a bit of break from Canoe borage, they took a night at Manne just South Patitaun and we joined them for a quiet night. No Canoe’s was nice for a change.

3.10 New Hanover Island

3.10.1 Baungnung (W Coast)

Screensaver – June 2017: Anchor in 6m, sand, Cell 2G.

We tried to stop at Nauna Island, but couldn’t find a spot, so we carried on, another 120nm E to Baungnung on the SW coast of New Hanover.

The trip across was pretty uneventful, and the moon hung around for a bit as we motored probably 70% of the way with sails pretty much hanging there like laundry. We only really managed to get some wind from the South towards the end.

As we crept into anchor at Baungnung a guy in canoe came out to welcome us. In the centre of the bay is a 30m hole, and our first anchor attempt we must have dropped it on the edge, so
keep south. It is nice to meet local people in their canoes and chat, especially when there is no language barrier, but after 27 odd hours I wasn’t all that keen.

But they were all very nice generally helpful and weren’t looking for something for nothing. These things are a two way street and I guess in some respects I had a bit of an epiphany. We had asked about real potatoes, rather than sweet potatoes, and a couple of other not so readily available vegetables and were told they don’t have any here. Which we didn’t think unusual because potatoes are rare and expensive.

We later discovered they really did have them, but not many and Kim’s comment (to me) was they are liars……. Well, that may be true but we are no better, how many times have you said we have no smokes, or beer when asked. I personally tend to try and say we don’t have enough sorry, and offer something else.

Once again land ownership was stated early on in the conversation, but no one has asked for money as yet. Many of the older blogs and cruising guides for the Pacific and here will talk about asking for permission to anchor and to go onto the beach. This never seemed expected when I did Solomon’s, Vanuatu, New Caledonia and perhaps the tourist side or number of yachts has changed this. But here, now I’m generally asking if its ok when someone comes or says they are a land owner. What will happen when/if they ask for money will be interesting as one owner in Manus already warned us that if someone approaches us, looking for money saying they are the land owner, you give them my name and tell them “no, I am the owner and said you can stay for free”.

The anchorage was still getting some SE swell making the night a little rolly, and hence we left in the morning heading for Kavieng.

3.10.2 Dunung (Tunung) Island (NW Coast)

**Totem – 2013:** Anchored at 02 22.3180 S / 150 07.2790 E Tunung Island in 25’ sand.

**Westward II – 2011:** Anchored at 02 22.2860 S / 150 07.3030 E Comment was, “visit Clem’s place”.

**Amante:** Dunung has a popular dive site, which is a Japanese ship which apparently was carrying a mini-sub when sunk. The ship is a mess but the sub is intact.

"Junior", a nice guy, showed us where the ship & sub were located.

3.10.3 Three Island Harbor (NE Coast)

**Amante:** After idyllic Tsoilok we left for Three Island Harbor, which has a well-known dive site. Our first anchorage was very sheltered, which can mean easy access for locals to visit. The village nearby was brimming with kids, most just out of school. Here one proudly shows off his books, pencils and ruler.

Unfortunately, not all the kids in the village were nice. A couple started demanding things, then began jeering when we said "no", mostly to requests for stuff like cigarettes, which we don't carry.

With sunset approaching and a dozen potentially hostile canoes milling around, we decided to find shelter elsewhere. This is about the first time we left an anchorage because the natives made us feel unsafe.

After spending a rough night in the bay next door we decided to check out our intended destination, Dunung Island.
3.10.4 Mossuang (NE Coast)

**Screensaver – June 2017:** Anchor in 12m sand 2G.

As I crept my way out in the morning and we slowly headed NNE, more and more I was convinced something was wrong with our course. Even on the real paper chart which matched 99% to my Navionics as we approached head-on to a reef it suddenly dawned on me. Although according to the chart I was on the shipping line and the path should have been clear the chart must need off set.

Sure enough after I moved the chart offset all of a sudden I was not on the shipping route anymore and the reef that lay in front of me in the real world was also now in front of me in the electronic world.

Anyway having finally untangled that mess, things went a lot smoother, and all of a sudden we had mostly 20m of water……but still Poseidon threw us one last curve ball as we approached Mossuang. I had confidently plotted my way around 2.7 and 3.7m reef and was happily in 12-15m slowing down when the depth alarm went off screaming 2.0 under the keel and once again Screensaver was thrown into reverse with a trade off between time to slow down, potential damage, and too many rev's in reverse does nothing for the captains mood.

Fortunately we passed over it at 1.2m under our keel. This third spot is not on the paper chart either just for the record, my Google image of this area was not good and the sun what there was of it was more or less above us, but we could not see it even having passed over it. A couple of days later when we left, it was clearly visible.

The locals came out to greet us and of course the land owner statement was in the first 5 min of conversation. First the son and then later Dad came to say hi on his way home from church, so we figured it was probably safe enough here.

3.10.5 Tsolilik (East Coast Islands)

**Westward II – January 2011:** Anchored at 02 26.23 S / 150 25.56 E

**Screensaver – June 2017:** 02 25.317 S / 150 24.55 E Anchor in 5m, sand 2g Cell.

The guy here we met has seen a few hard times, lost his daughter, first wife, but is now into everything to help the community and a little art painting along the way.

But what he has inspired and is going on here with no help from the government, and money for materials come from him and local people is really quite nice.

They are building a new church, a town meeting hall, kitchen, tables chairs, water collection. He sells some of his paintings, hauls timber which they buy about 3nm on the canoe paddling to do all this.

Some thought and redesign to His and Hers toilet which is a more enhanced version of the normal bit in the ground with some rocks, PVC piping and a strategic pit depth in conjunction with the tide water level was a new twist.

3.10.6 Tsoilanung (East Coast Islands)

**Screensaver – June 2017:** 02 32.467 S / 150 30.58 E. Anchored in 4m, sand 2G.

The trip up from Kavieng was a little nervy as depth of water is all over place and can go from 20 odd meters to 5 or 6 quickly with very little sign of change, and we had been following the shipping route…. well I thought we were anyway.
I anchored as close in as I could to get out of the main stream but it didn’t help. Another long banana boat came buy not long after dark, Friday night and they also had a few tooooooo many. Probably 8-10 in the boat going home would be my guess. They wanted to come aboard but weren’t as pushy/pissed as our previous encounter, and I guess a couple of the other passengers were quite sober.

Given that I was hardly dressed at all when I stood up from cockpit, that was probably enough to scare anyone away and in the end after asking for smokes, beers, mixers for their whisky, they departed. This of course did nothing to help Kim’s confidence so I stayed up till around 01:30 2:00am setup my usual traps and went to bed.

3.10.7 Kulibang (E Coast Islands)

Screensaver – June 2017: 02 26.43 S / 150 26.32 E in 6m sand 2g Cell Service.

Most of the inner islands are quite shallow, so you end up anchoring a fair way off the beach. While it might look like the beach is very nice, more often than not thick seaweed resides in the first metre, and one needs to get a long way off the beach to go for a swim.

A couple of local guys probably in their mid to late 20's came by asking for some yeast and or sugar. We were told they were going to have a bit of party in school for the villages, and they were doing some baking etc. All sound pretty ok to me so we gave them some yeast, but we were low on sugar. So we asked when and where, with the intention to go over later and crash the party. A couple of hours later we went over to Watusi and asked Ken if they came for sugar and he said yep…. you know what they are doing of course—making homebrew alcohol!

Anyway we went in there, saw the head teacher and some other locals as this “Party” was to be held in the school grounds etc, and sure enough, not one soul knew of anything, and nothing was going on at the school…. Ok they got me this time.

3.10.8 Magam (S Coast)

Miss Behave – August 2014: Last night we stayed at a great little bay at: 02 39.741S 150 23.220E. Best to enter on a heading of 300Mag. 7metres in mud with good holding. The village name is MAGAM. We were the first boat to visit them in their memory. The village chief is Silau AMOS. We met the Court Clerk, Jeremiah SAKIAS and one of the two school teachers, Sarah. They speak Tungak. One good phrase is “Kalaro Luai” meaning “Thankyou very much” and "Tanebo" meaning "Good Morning".

3.11 Manus Province

Pacific Wrecks: Manus Province includes several island groups including the Admiralty Islands, Hermit Islands, Pelelun Islands and other small islands and reefs. Borders the Bismarck Sea to the south, Pacific Ocean to the north and New Ireland Province to the east.

During January 1942, Japanese forces landed in the Admiralty Islands but did not occupy it until their landing on April 8, 1942 at Lorengau. On March 12, 1944 US Army forces landed on Manus Island and recaputured the island and developed the area into a major staging base for the remainder of the war.

Manus Island Largest island in the Admiralties Group

Lorengau Village located on the northeast coast of Manus Island

Rossum (Rossun) Village located near the northeast coast of Manus Island
Los Negros Island  Small island east of Manus Momote and Mokerang
Lombrum  Located on Los Negros Island
Seeadler Harbor  Manus Island Harbor, and explosion of USS Mt. Hood
Ndrilo  Unoccupied Island attacked by 12th Calvary
Koruniat  Unoccupied Island attacked by 12th Calvary
Rambutyo  Small Japanese garrison attacked by 12th Calvary
Pak  Small Japanese garrison attacked by 12th Calvary
Pityilu  Island with USN support airstrip
Ponam  Site of small USN strip

3.11.1 Manus North Coast

3.11.1.1 Ponam
Wikipedia: The Ponam Airfield was built by the US Navy 78th Naval Construction Battalion "Seabees" between June to August 1944. As half of the work area was swamp, coral was blasted and dredged from the ocean bed and used as landfill. During the Admiralty Islands campaign, it was used as a fighter base to provide repair and overhaul facilities for carrier aircraft.

Pacific Wrecks: "I served on the Fleet Air Arm on Naval Air Stations in Australia from 1944 - 1946. The task [of dumping aircraft] was huge and involved the clearance of of reserve aircraft held at Ponam and Pityilu, the two forward Royal Navy airstrips of Manus Base. The two airstrips were cleared using lighters to ships anchored offshore and the aircraft were dumped into the ocean there. This went on through March or April 1946. Not only were complete aircraft consigned to the deep, but engines and spares too."

Screensaver – June 2017:  Anchorage 01 55.18 S / 146 53.20 E  12m, Sand, 2g Cell service.
The guys at Ponam were also very nice, very welcoming, came bearing gifts and asked for nothing in return. Again these guys have got the Tourism manual and have had the word from the government it would seem. One of the senior owners came out and spent some time chatting with us giving us his permission to stay there.

3.11.1.2 Pityilu Island
Pacific Wrecks: Used by the US Navy for a brief period while we were there to practice carrier landings in early eve and after dark. Later turned over the the Royal Navy, and along with nearby Pityilu Airstrip were their only airbases in the South West Pacific area.
I wasn’t sure if we could travel east staying in the lagoon. It would seem the US blew a bit of trench here back in the war so we took the first exit ducking out of the lagoon and back in again near the western tip of Pityilu reef.

It didn’t take long before the welcome committee came bearing gifts and some fruit. The land owner came out with the usual speech and we asked if it was ok that we anchored there. He was more than happy to have us stay and has made a bit of start to build a landing with some Resort type structure to follow. He too is keen to develop the tourism side and said he may do a paddle by after dark so don’t panic.

We were told it was safe to swim on the outer Islands just not on the main land of Manus so much, so Kim and I went for swim and snorkel around his local reef while his son watched over us. There wasn’t a lot to see but it was good fun, good exercise and it was sufficient to maintain the illusion that this would offset the sun downers.

A few days after we had left here, we were having a beer on the beach with locals, and they are cutting up what is clearly a huge fish and I mean huge. There was a suggestion it was in the order 6m in length….and then we were told they chased it down in one of their Banana boats onto the reef just off Pityilu reef and it was one of the biggest sharks they had seen.

3.11.1.3 Lorengau

Lorengau is the largest town on Manas and probably for 300 to 400nm. There has been some sort of boarding’s here with yachties in the past that have not ended well So the general advice was to anchor a little out of town and behind these islands which are roughly 3ks away from the town centre. Typically I prefer to anchor in town so there are in fact plenty of eyes watching the boat, or a long way from town where it is too far for kids and the like to reach us, but in the end we followed Watusi’s lead.

There were three local boats there when we arrived, plus one sunk boat said to be Stainless ! All of which are probably over 55 odd feet and were either commercial or government owned. Sadly one of the ones we got to know was carrying freight and medical supplies to the outer
Islands, but the government effectively stopped paying for it, and the crew who have been looking after it haven’t been paid for about a year. So it sits there going down hill.

One of the local crew whom had offered to help us the next day said he wasn’t feeling the best and suggested he had Malaria. So I donated a few tablets to the cause which I had on board only to find out the next day in reality it was more likely a hangover.

They were kind enough to run us across to town with a small donation to fuel and hung around while we raided the bank, checked in, and did our shopping. The cost of things here is very near Sydney prices and in some cases more and many things are not available. Even chicken which Kim bought was well below average for Asia. Even some of the Veggies are silly prices and this is not Westerner pricing, these are marked prices.

Later that day we were taken to collect my diesel which was hand pumped from a nice new 200L drum to another very clean 200L drum sitting in the Banana boat we had all day. The guys then took us back to Screensaver and pumped it into our tank. (200l @ 1.45au). Although that was a good deal I have not paid more than $1.00 au since 2014.

We were invited to a bit of cook up on board with the local guys who had been helping us out, and Ken had some crabs to share, so we all pitched in enjoy a bit of feast. A few beers and I managed to fix their Raymarine Chart plotter. Shortly after a bottle of scotch appears as a thank you, but now knowing how expensive that is here it was donated to the table for the night, they owed us nothing and had been very helpful. So in all a good night was had with exchanges of stories and talk about the upcoming elections here. It would seem that if the party they voted for is returned then there ship may well sail again.

**Endless Summer – July 2011:** SeaLevel / Elena had things taken off the boats here. Most was quickly returned.

**Anui – 2011 (from Noonsite):** We were sailing East in company with Australian yachts Unicorn IX and Red Boomer II from the Hermit Islands to Kavieng (New Ireland) on Sunday 18 September 2011.

Our friends on Unicorn were concerned that they may not have enough fuel and made the decision to pull in to the regional centre of Lorengau at midday to buy fuel and then carry on. The people of Ninigo and the Hermits had advised us not to anchor overnight at Lorengau, or any of the islands to the East or South of Manus, due to concerns for our safety.

Unicorn anchored off the town, with the skipper going ashore to get cash from the ATM and find a fuel outlet. He later reported strange behaviour from the security guard at the bank, who insisted on trying to look over his shoulder whilst making the withdrawal (of 1,000 kina).

On the skipper's return to the yacht, a local boat immediately approached, with a number of men on board. The leader, claiming to be a customs official, though without uniform or identification, boarded Unicorn and said that the skipper should come with him to check in and be prepared to pay a fee (curiously of 1,000 kina!). The skipper refused to comply, stating that he wanted to buy fuel and leave. The man said that the yacht would be seized if it attempted to leave and at this point threats of robbery and slashing of the yacht’s tender were made. The "official" brought more men onto the boat, saying that they would "rob it" if the skipper did not comply. The skipper offered money in order for them to leave but the man maintained his insistence on them not leaving. It is to be noted that it was a Sunday, when Customs in Lorengau are reportedly closed.

During this time, Unicorn maintained radio contact with ourselves and Red Boomer II and requested assistance. Another Australian yacht sailing East informed us that the Australian Navy often has a boat in Lorengau Naval Base and a call was put out over the radio on Channel
It is strongly advised that yachts avoid the Manus area. Vessels travelling East from Jayapura in West Papua into Papua New Guinea should note that safe opportunities for refuelling are very limited until Kavieng in New Ireland, some 670 nautical miles from Jayapura. It should also be noted that we experienced significant current against us (up to 3 knots) the whole way and that the prevailing wind is East/ South East, making sailing a challenge.

Update posted 7 October 2011

An update on the situation occurring at Lorengau as described above is that upon reaching Kavieng (New Ireland) we were informed by Customs officials that a Customs officer from Lorengau, Manus had lodged a report stating that an Australian yacht by the name of Unicorn had entered the post and left again without checking in. It appeared, therefore, that the man claiming to be a Customs official actually did hold that position, making his threatening behaviour even more of a concern.

Upon hearing Unicorn's account, the Kavieng Customs office strongly requested a report of the incident, which was duly given. When we on Anui reached our next port of Kokopo (Rabaul) with Unicorn, we attended a meeting with the Customs Regional Director to discuss the incident. He responded with a letter of full apology to Unicorn, stating that the matter would be addressed with the officer in question.

This does not necessarily alter the difficulties in safely visiting Manus, but all respect must be given to PNG Customs Authority for being willing to hear the complaint and making a full apology.

3.11.2 Islands SE of Manus

3.11.2.1 Pam Island (02-30S / 140-20E)

Pam Island is approx. 02-30 S / 140-20 E, South of the east end of Manus.

Endless Summer – 2011: At Pam Island (again, pronounced Pom), Steve made a very bold move and threaded the needle through an opening in the coral reef to a wonderful, shallow anchorage next to what appeared to be a beautiful, uninhabited island with a sheer cliff that had more things growing on it than a cliff like that ought to have; a beautiful spot! We dropped anchor and immediately put our snorkel gear on and jumped in the water to check out the reef. Within about five minutes, the canoes began arriving from the neighboring island, which was inhabited. It turns out the inhabited island is called Pam and the one we were parked beside they called Pamlette. Both are in the Manus Province of PNG.

One of the things we do with any group of villagers upon meeting them is assure them we are friendly and ask if there are any "raskols" in the area (that's the local term for thieves and such). They said we would be safe there and told us that we were the only cruising boat that had ever anchored at, or visited their island; ever! One man, Solomon, took out a manila envelope, handed it to Steve and asked him to open it. Inside was a paper that showed he was the Peace Officer on the island. Another man, Jack, told us that they had "talked it over and decided that if we were friendly, they'd be friendly." That didn't exactly make us feel safer, but we struck up a conversation with Jack who told us more about the village and that the island we were anchored beside was where they did all their gardening. We told Jack we would love to have a restful night, free from interruption, and invited him to come back with no more than three other men at
9:00 the next morning and we would serve them some Peet's coffee! They agreed that after that they would show us Pamlette.

Of course, the next morning, about 15 people showed up! They were nice enough to bring fruit and vegetables for us to have. So, everyone piled onto the boat, we served coffee (even with lots of cream and lots of sugar, it wasn't a hit!), and just as we began to talk a huge storm arrived and lasted about half an hour. So, we all huddled closer and chatted. After coffee, we and Jack got in the dinghy, the others got in their canoes and seven of the men, led by Jack, escorted us to a tiny secluded little eddy at the edge of this wall of rock. We climbed out of the boat onto a huge tree and crept along the tree to the island.

As an aside, Pamlette, is a rock island made of almost 100% obsidian. There was sharp pieces of obsidian laying around everywhere, which of course they walked over in their bare feet. It was impressive to see these big cliffs of obsidian.

We climbed up to the plateau of the island and walked over the entire thing. They explained all the many fruit trees and nut trees that grew there. They showed us the many private gardens where the locals mostly grew yams (not really what we think of as yams, but some sort of root vegetable anyway). They showed us how they turned coconuts into coconut oil. And, they showed us the graves of family members who had died. The top of the island was thick with tropical growth, and was steamy with humidity. We asked if there was a place at the edge of the cliff where we could see the boat and take a picture. They said yes, escorted us to the edge, pulled out a machete and hacked away until - instant clearing! We walked down to the other side of the island where there was a small beach and I was able to take a group picture of Steve, Manjula, and our guides. The men were a great bunch of characters whose names were Jack, Enoch, Beldan, Carl, Johnny, Bushman, and Screw (that's right, Screw!).

We spent all morning exploring Pamlette, then went back to the boat to have lunch, promising to meet them at Pam Island after that. We took the dinghy to the island and were greeted by every kid in the village. There are two villages on the island with a total population of about 200. We were also met by two of the village leaders, Peter and Popson (who is the school superintendent). We were escorted to the steps of their two-room schoolhouse where they gave us an official welcome, mentioning that this was a first for them, and expressing appreciation for the things we brought as gifts. The entire village was crowded around to observe. We gave them school supplies, stickers, puzzles, an atlas, a book on weather, some sports items, and t-shirts for each of our seven hosts from the morning.

After the ceremony, Peter and Popson took us on a tour of the entire island. This island was filled with people who spoke decent English, had built many of their houses with wood, which is rare in these remote areas, had a rainwater collection system (supplied by the Red Cross), and had a nice school building and a well-built Seventh Day Adventist church. One house, which belonged to Peter's sister, was in such a beautiful location that we commented that we wouldn't mind coming back and hanging out for a week. It was near the top of the island, had a nice outdoor deck with a view of Pamlette island, the beautiful light blue water and the reefs: a world class view!

As we walked through the village, people who we had already met would come by and either say something to us or not say anything at all, but just walk with us for a while. Several gave gifts: Manjula received more than one traditional beaded headband which the women wear when they dance; they gave hand-woven purses to Manjula and to Karen who's picture I had shown them on my camera; and, sensing Steve's comfort with his masculinity, he was given a
man's bag! As we left for the boat at the end of the day we let them know we'd be back once more in the morning to say our goodbyes as it was time to move on.

The next morning, Steve and I took the dinghy to the village, bringing a few more things with us. Again, they all came running out to greet us. As we were saying our goodbyes, Jack, our lead guide the day before, came over to us, holding something, and said, "I think you left this here yesterday." He handed me a newly made canoe paddle. In the blade of the paddle he had hand carved "Endless Summer" on one side, and "Pam Is. Manus PNG 2011" on the other. It was an absolutely incredible gift! What's more, that morning the school children had gathered up an enormous amount of fruit (papaya, pomelos, oranges, lemons, coconuts, etc.) and vegetables (assorted root vegetables, chili peppers, greens, etc.) for us to take with us. They told us how much they enjoyed our visit, that we were their friends, and were always welcome on their island. It was an amazing experience! One of the things they said as we were leaving, which struck me as a wonderful attitude with which to live was, "we don't have much, but what we have we want to share." If we could only all live with that philosophy!

So we loaded up the dinghy with what was somewhere between 100 and 150 pounds of produce (!!!) and headed back to Endless Summer. Little did we know how important that produce would be as soon as the next day.

3.11.2.2 Johnson / Johnston Island (02-27S / 147-04E)
Johnston Island is approx. 02-27S / 147-04E, South of the east end of Manus.

Endless Summer – 2011: Because of some rain squalls that hit as we got back to the boat, we didn't leave as early in the morning as we had intended. When we finally got underway, we scuttled the plan for our next destination and decided to move just 15 miles west to another small, remote island; Johnston Island (named by an American in WWII). When we arrived at Johnston we anchored near an absolutely beautiful tropic island which was small, ringed with a beach, lots of palm trees and other tropical growth in the middle, coral reef all around.

Once again, the canoes began arriving from a nearby island with a village. However, unlike the people from Pam Island, they spoke very little English and looked to be quite poor. One of the women who had paddled out said, "we don’t have anything for you, but we have need of food and medicine." They invited us to come to the village to meet the village leader. It is also necessary to ask their permission to park the boat near their island. I stayed on the boat and Steve and Manjula took the dinghy to the village. What they reported back was that this was a very poor village of only 30 people, all from the same family, and that they lived in grass huts. Once again, the village leader said that we were the only cruising boat to ever stop near their island. There were only two or three people who spoke even a little English.

It's incredible how things happen in life. We left Pam Island with more food than we could possibly eat and later the same day encountered a group of people whose greatest immediate need was food. So, the next morning we assembled as much food as we could, some stickers, and a medical kit from some of the surplus supplies Steve and Manjula keep on board. Steve and I went to the village and Steve gave them our gifts and explained all of the medical things he had brought to them. They were very grateful and I think they were a little embarrassed that they didn't have something for us. So, they sent a couple of children off and they returned with two turtle shells for us to take. They know little about endangered species and catch turtles for food. Manjula was a little horrified when we returned with the shells!
When we left Lorengau we had intended to go to Tilianu Island. It seemed nice and was possibly sailable. However the looming black clouds prompted a call for a change in course to Kalipo. So it was we entered a nice well protected lagoon of Kalipo.

We had anchored about 200m away from Watusi and nearer the beach I had planned to visit the next day The events that follow happened over 30min period and the headlines are with media poetic licence, none the less both the Katrina and Kim were shaken and it did well to highlight the possible real risks.

As I sat enjoying my sun downer beer I could hear shouting going on at Watusi and I could see a couple of Banana boats along side. I could not hear what was being said and at the time I was not sure what was going on. After a few minutes the boats left and headed our way.

Two Banana boats approached at high speed, approaching way to quickly, one running into the Starboard side, and before I could stop him, he was on-board, with another trying to get on at the stern grabbing the outboard, which I just managed to save from being ripped off of Screensaver.

The second boat approached from the other side, also way too quickly and as I fended this off they grabbed a HF cable to hold onto and slow down, before I was able to release his Grip. The Starboard side guys were pissed, and I was able to get him back onto his boat and stop one of the others coming aboard. On the Port side was Dad (Pochili Karol, Kaluwwin Chandrol) I think also a family member. All were yelling and the situation was very tense for 10-15 Minutes and slowly I was able to calm down the situation from the yelling and get out of here now, to you can leave in the morning. Again they make the point they own the land the reef and the water. The guys on the starboard side, probably all under 30, were returning from Manus having sold there Sea Cucumber and a good price and I guess drunk much of what they earned. Dad on the Port side did not seem pissed but was far from friendly. When I explained my concern’s about them coming back he suggested they did not have the fuel to come back and we would be fine.

Both Ken and I slept on deck that night, and Kim took over around 4:00am and in the morning we departed.

I STRONGLY recommend you do not go to this place. While I believe this was just a bunch of pissed locals and we were in no more danger than you might expect from any agro pissed person, the Farther did not appear pissed, and was as far from welcoming as you can get.

There is a definite I am the land holder mentality, I am the owner of the sea the reef and the beach, and rightly or wrongly they are reacting as you might, if someone pitched a tent on your front lawn.

Many westerners should be able to relate to what Alcohol has done to the indigenous people of their own country, I have seen it in NZ and Australia. It is irrelevant (in this context) who you blame for this, but know that this problem exists in PNG and I have not seen it or experienced it elsewhere in Asia.

3.11.3 Nauna Island

Screensaver – June 2017: After our experience the night before with the local drunks we were pretty keen to get away in the morning. We headed for Nauna Island about 26nm away. The idea being this would break up the trip to New Hanover.
It’s a pretty small Island, and the people are said to be friendly. Watusi had an anchorage from another blog, but there was no way I could get to that spot. I would have been in 2m of water probably 10m off the drying reef.

After wandering around looking for a spot a bit like a dog does before they sit (i.e. in circles) it was either too deep or too near the rocks, so I elected to push on. Normally I’m the one anchoring nearer the reef but this time Watusi decided the spot he had was fine and so he stayed.

3.11.4 Hermit Islands

**Screen saver – May 2017:** 25/5/2017 Maron Island (Hermit Group) Anchor in Coral rubble, 17m, No cell service. We left Pihun in the Ninigos and moved closer to the SE entrance, just to give us maximum daylight hours to get to the Hermit Group, not knowing exactly what we would strike current or wind wise as we head to the Hermit Group.

The plan was if we could sail NE at 4-5kn we would, but if we had to motor, then we may as well burn the fuel going the shortest path (SE), and that’s what happened we motored the whole way and I think the sails maybe added 0.5 to 1knt. Apart from one short squall the trip was uneventful, neither of us caught fish, although I’m used to that, and current was not strong. In fact at times around the Islands to my surprise it gave is a push.

On approach I did the usual chart checks and proceeded to adjust the chart off set. The problem with that was the chart was out by over a 1nm and my Raymarine equipment only allows for 3500 ft offset. To date I have not had a chart this far out. The reef came about 1.2nm before it should according to the chart, and anchoring on one side of the Island actually showed you on the other side. Once again I was very glad of my Google Images, I collected some weeks and months before. However these will run out in a month or so roughly as I only took Images down to Bougainville.

We got in ok and crossed the reef in about 8m of water. Once inside the general depth was around 25-35m. We have had mixed reports about swimming here as to the existence of Crocodiles so no one actually leapt into the water on arrival, and instead we focused our eye’s on the water just above the rim of the glass. As we came in Kim did spot something, and it was in the order of 2-3m but by the time I got there, it was to late to be sure what it was. Locals later confirmed it probably was a crock as they lived in this bay.

My HF Radio has been struggling to get in contact with any of the sailmail stations. It turned out to be a poor ground that almost burned up my tuner.

26-28/5/2017 Luf Island 1nm, NE, Anchor in 11m, Sand, No Cell service. Where we had anchored the previous days was a little exposed plus it was said we could swim with the Mantras at Luf something I had been trying to do for some time now. As always wondering around inside these coral lagoons one needs to pay attention and looking at the chart is just confusing.

Anchored in amongst some coral it wasn’t too bad although not the sort of spot I would want to leave Screen saver unattended for many hours.

Bob is the official Tourist host here, and has been on the island for many years. We signed his book had a good chat, got all the local run down. It would seem PNG are trying to crank up the tourism side and Bob had recently been recognised and now his role here was official.

When he said you can swim with the Mantas just out there, pointing 10m off the beach, I must admit I was a bit skeptical. Paying (20PGK) to see nature’s untamed wild life is a bit hit and miss, but in this case Bob has it down pat. The weather had been a bit windy and a bit of swell
so sadly the clarity wasn’t great. We walked out a few metres off the beach and swam another 5 or 10m, there below us were two Mantas more or less sitting there. A great experience and so easy almost unbelievable.

Next a bit of bush climbing which certainly got the cardiovascular system working. Bob took us up to one of the vantage points on Luf that is also where he does some garden work. The track one would not find on their own, but once started there is a rope that you need to use to haul yourself up and believe me you will need it. Some 3 weeks later I still have the blisters on my hand to prove it, so you will earn your beer. The others carried water of course, but that makes no sense, water will just make you rusty.

29/05/2017 Jaluan/Arkeb 1nm, Anchor in 20m, Sand, No Cell. This was just around the corner and looked like it would be well protected in its lagoon. I was expecting a little rain and perhaps some squalls so this place would provide the best protection.

We spent a few days here just relaxing. Not a lot of swimming was done as Watusi had spotted a Croc, but I did manage a quick dip while I was burning off some rubbish. It looked like a nice place, if only one could dive in, snorkel etc.

We got our rain and a couple of squalls pushing 35knts that came with plenty of rain to fill our water tanks which meant laundry was coming.

2/6/2016 Pemei Island, 8nm dog leg East, Anchor in 16m, Sand No Cell Service. We took a bit of a punt that mother nature would be kind to us and anchored directly exposed to SE so we could get a good start early in the next morning for our run to Manus East South East about 110nm.

AS it happened, mother nature obliged us. She threw a little water our way and puffed a bit but all was well. Got a bit of walk around the local village and beer, so all was good.

SE Exit: The exit from Hermit on the East side is one that really needs day light. There are some markers on the inside that lead you most of the way to the exit, but after that, its all up to you.

We had on board the South East Asia Cruising guide which I bought back in Darwin and had found to be pretty useless not covering many of the places we went and not intuitive. Anyway lo and behold, it was there and it suggested the route you can see (Purple line) that we took. A little tight and I would not want another boat coming the other way or to turn around, but otherwise it was fine. I think we got down to about 3m under the keel.
Next stop is Manus.

**Tenaya – 2015:** There is no wind during our three-day motor west to the Hermit Islands. They are surrounded by a barrier reef and the island of Luf, our destination, is wrapped in its own reef. It is shaped like a barbell, with bays on both sides of the narrow bar.

The village is built along this low section, while at each end hills burst with palm trees and thick foliage. We hope for good light, but dark clouds roll in as we enter the lagoon. Thunder rumbles in the distance. We head for Carola Bay, on the south side, and choose the beefiest looking mooring. It is very close to a reef.

No sooner have we strung our lines through than a squall hits and blows over 25 knots. I hunker down at the bow in pelting rain watching our position to shore to be sure we don’t blow down on the reef.

The next morning two young women in a leaking canoe paddle out to greet us. Lorraine teaches sixth grade and Baxter runs the dispensary. We ask about buying diesel, and they say Matthew will be leaving shortly for Manus Island and will be back in two days. He’ll take our containers. We passed Manus but did not stop because it is not a safe place for yachts or their crew.

People give us delicious pawpaw, mangos, pineapples, bananas and oranges, and ask for basic food items in return. We accept only what we can eat, because big rats recently escaped from a Malaysian fishing boat and are ravaging the gardens.

**Anui – September 2011:** From Ninigo we sailed East to the Hermit Islands, which were lovely and also very friendly. The people there are much more used to being visited by yachts as they are on the route to Palau and there was a constant stream of canoes coming to trade vegetables and fruit from their gardens, including the best pineapples.

**Forza – April 2010:** We entered through the wide West Entrance and because the sun was setting we headed for the nearest anchorage to the south of Maron Island as per the guide. This was relatively easy and we dropped anchor in 14m of water in pos’n 01-32.87 S / 145-00.59 E. We had a visit from a local named Campbell and his wife Nellie. They were from Ninigo and were building a house for his sister, he thought they would be there about 3 months before they returned to Ninigo. Anyway he was very friendly and gave us veggies and fruit in return for the usual gifts we had. I helped him try to fix a small outboard motor but to no avail, anyway in payment he gave us a crayfish and a coconut crab which was more than welcome.

Unlike some of the other countries we have visited the people here in PNG are not ‘pushy’ and have, in most cases, excellent English, they are a pleasure to talk to and are always interested in what we are doing and where we have been. Again there was a visiting yacht log that appeared, which we were happy to put our comments in. Also, no fuel available.

We stayed at this anchorage 4 nights before departing through the NW Entrance. This entrance is quite easy but again sounder and eyeballs are the order of the day, there are no markers.

**NOTE:** We are using the latest C-map NT+ cartridge and for the Hermit group, our 12m range was accurate but once we went to the lower, more detailed, ranges it jumped at least a mile to the east so beware.

**3.11.5 Ninigo Island Group**

**Screensaver – May 2017:** Anchor in 18m, Sand, No cell service. The plan to get a sailing line worked, but as for there being any amount of wind, well that didn’t really happen until the last 2 or 3 hours. The current when we left was pretty strong and the further east we pointed the
worse it got. However the further out or off shore we went the weaker it got. In the end not a lot of current, but yep what was there was against us.

Ninigo is a group of Islands, many in the main group connected by reefs, which provides a bit of a lagoon effect. Crossing into these can be challenging and this was no exception. The chart showed nothing of concern and the standard Google image didn’t show anything of any help, and the other charts were useless.

**Approach from SW:** As we approached the outer reef of course when we don't want it the wind got up giving us a short chop and about a 1/2 m sea. With sails down, we approached the outer reef.....

It went from 100m+ to 15m in couple of seconds, and then down to less than 3m under the boat.

At that I did an about face and hailed Watusi to say I'm not crossing here. It turned out that we were right on the edge of shallow part of the reef. We found a much better spot to **enter the reef** at 01-14.882S 144-10.779E without any more problems.

Using a GoogleEarth image, I picked my way through the maze to our anchorage. For the most part once inside the depth was around 24-34m, but one could not get complacent as there were plenty of shallow spots to avoid.

With anchor finally down, a drink followed by breakfast just seemed right even though it was around lunch time, and hopefully we would not get any visitors until after we had some sleep. Clearly I must have sent these vibes out by telepathy because as I looked over at Watusi already had visiting canoes. Fortunately most times we are together they go to Watusi first, at least until Ken sends them my way.

The locals here were the nicest I have encountered in many years and weren't pushy in looking for stuff from us, plus they were quite happy to offer whatever they could many times asking nothing in return. After a few days a few requests came, but it was not an expectation and it wasn't the only reason for their hospitality and after all we had been eating crayfish for a few days. Louisaides is a good example of the locals being spoilt, and now has the expectation that yachts will all come bearing many big gifts, and no trading is necessary. I was asked for a generator and solar panels on my last visit there.
There are two or three Islands in the NW corner which is where we spent most of our time (Longan: 01 13.37 S / 144 17.88 E). The anchorage was not startling and in fact the one at Pihun towards the East was much better. But the people here were very interactive and welcoming, so we stayed longer.

We were invited to their own welcoming dinner just for us. Something that usually only happens on Rallies. They call one of the Islands the Garden Island and it has unusually rich soil, so there was no shortage of vegetables and only a little “weed” and of course fish, plus the sea cucumber which they sell for a good price.

The place is nicely looked after and clearly they have pride in what they have. Oscar and his wife Karen were happy to show us all around the Island and were excellent hosts even singing us a welcome song at our dinner.

We had a great few days here. We managed a bit of snorkelling around the inner reefs.

Ken from Watusi went sailing with the boys on one of their local boats, and not to be outdone, the ladies picked up Katrina on their own boat.

We anchored at Pihun for a couple of nights at 01 17.03 S / 144 20.50 E

In another day or two we would depart here for the next leg to the Hermit Islands. This leg is a big day, probably departing before we can clearly see, so we decided to do a run down to the Southern exit during the day and make a track we could follow out. I had already marked up a
few waypoints for this exit but the Google image wasn’t great, and locals were giving us directions seemingly elsewhere. A bit like asking a Queens Lander for directions…. they could send you anywhere, of course they would not have seen too many Google Satellite images so its a bit challenging for them also. So we invited them to come with us on our boats and they could sail back from Pihun. The path they chose was probably 50m from mine in the end and I suspect mine might have been better, but we now had a track out, albeit that the last bit left us with about 4m under our keel.

Inside Waypoint 01-21.3091S 144-15.409E
Outside waypoint 01-22.2213S 144-15.231E

On our last night at Ninigo, we moved to just inside this pass, for an early departure the next morning. Our anchor spot was at 01 20.15 S / 144 15.88 E

**Tenaya – 2015:** Jim and I do the 60 miles to Ninigo Atoll as an overnighter to clear the outer reefs of each island group in daylight. No sooner has the anchor set than Thomas and several others zip up in a fiberglass boat with four drinking nuts to welcome us.

Joseph glides by in his sailing canoe and waves. Speaking softly and looking into our eyes, Thomas says that Mal Island is a safe place. The people may offer to give us things but we are not to perceive that as trading.

We are 150 miles north of the mainland. It is October, and we are the fourth yacht to visit this year – good thing they aren’t looking for trading opportunities.

In the end we give our new friends clothes, sandals, a daypack, binoculars, fabric, sewing supplies and all the flour, rice and sugar aboard. We are headed to Palau, which enjoys free association with the United States, so will be able to restock.

A sailing canoe is called a ‘wa’ in the Seimat language of Ninigo. They are different than those in the Louisiades – these sails are rectangular, and the platforms are less intricately constructed but more finely finished.

Thomas says he is building a new one and invites us to watch while he puts the hull on the keel. We take hundreds of photos while asking nearly as many questions.

There are two kinds of coconut oil – fresh and overnight. Fresh is better as the coconut is scraped and cooked at once. In addition to cooking with it, coconut oil can be used to heal wounds. Mollina and Paulyn teach me to make it: we squeeze milk out of handfuls of coconut shavings over a strainer into a big pot, the pot goes on the fire, the milk boils, and eventually oil forms. It boils until the clear oil separates from the ‘poss’ – poss can be used like butter and is a rich snack on its own.

**Miss Behave – 2014:** The things you could bring here to trade include bath towels, laundry soap (bars) and lots of writing pads and pens. They need ladies knee length shorts (utility type) and they all ask for tomato seeds, pumpkin, watermelon and epoxy resin for fixing their canoes. They still use sails. All the trees were cleared by the Germans so they rely upon drifting timber and rope to build their canoes They are not begging and expect to trade food in exchange for goods. It has been years since I ate as many lobsters as I have in the past few days!

**Miss Behave – Aug 2014:** We are still in Ninigo trying to find some useful winds to head east but the gods are not being kind. The people here are wonderful. They are totally self sufficient with one 30 metre coastal trader arriving a year so all and anything that they need is supplied by the few yachts that visit and what washes up on the beach.

We spent 6 days in Ninigo Atoll being entertained and fed huge quantities of lobster by the Longan Island residents. You really must try to get there if you can.
Anui – August 2011: We went to the Ninigo island group straight from Jayapura, sailing 225 miles North East. Red Boomer were already there and came out at dawn to guide us over the reef into the lagoon. The water was crystal clear and turquoise, but that was only the start of Ninigo's charms. We anchored off the island of Mal and were greeted a while later by a gentleman named Thomas and his son Richard, who brought us fresh coconuts and the offer of any assistance we might need. Over the coming days, we spent a great deal of time with Thomas and his family and through him were introduced to the rest of the island.

Mal was 'owned' by the Germans between the wars and was a coconut plantation. Coconuts still provide a source of income and food for the islanders and we ate many of them during our stay. When the Germans came to Mal, they bought the island with cigarettes from Thomas' grandfather – in the way that many powerful nations exploited indigenous peoples the world over. When the Germans left, the PNG government took ownership of Mal and its neighbouring islands, meaning that the traditional land-owners no longer legally own the land that has been theirs for generations. Ninigo is very isolated, only receiving supplies by boat 2-3 times a year. Their nearest town is Lorengau, some 200 nautical miles away. Only a handful of people in Ninigo have outboard motors, with most travelling between the islands by traditional sailing canoe. There is a primary school of 70 students, a clinic (well organised but low in supplies) and a Government station (an HF radio and satellite phone). Mal also has an airstrip, which is occasionally used to collect critically ill people or to bring in Government officials. The local language is Seimat and we enjoyed learning some polite phrases from the delightful Seimat-English dictionary lent to us by our new friends.

Mal is a series of small villages dotted along the length of the horse-shoe shaped island and linked by walking tracks. It has excellent reef, full of fish and crays, which locals will catch if requested. The islanders have their own gardens where they grow papaya, oranges, pumpkins & bananas and community gardens of cassava and taro. Locals do not come to yachts to trade, being naturally reticent and unused to visiting boats but are very happy to trade any of their produce, as they are often without essential supplies such as rice, soap, sugar, flour, washing powder, fish hooks.

The Ninigo people are very resourceful and will try to maintain and repair what they have, but are often using tools and equipment that are beyond repair. They are badly in need of many self-reliance aids, especially tools, 12V batteries, navigational aids, copper/brass screws and nails. During our visit, Scott, Bill and Ole worked with the locals on a range of broken items – the satellite dish and phone, inverters, solar panels, DVD players, the community lawnmower and a series of outboard motors. Most electrical items have been damaged by salt, insects and sheer old age, but there was some success with the satellite dish and the lawn-mower, not to mention a stream of outboard motors that appeared from other islands as news spread. Our boat was visited by canoes with well-wrapped TV's in them. We were only too glad to help. Scott and I took a class at the school, with me reading stories (which we left with the school) and Scott being asked to talk about education, environmental sustainability and global warming! Education is taken very seriously in Ninigo, with the islanders recognising that their children will need to have every advantage if they are to make their way in the world and contribute to their island home. The teachers at the school are from Ninigo and are deeply invested in their islands' future.

The people of Mal - especially Thomas and his extended family at Puhipi and Mollyna and Wesley at Piakahu - adopted us over the ten days we were there. They are people with strong values and a clear sense of community. Their children are happy, healthy and delightful company. We felt very much at home and in the last few days there was much talk of the merits of setting up a hut and going home, well, never really. Seth and Finn were in love with the various puppies they met and the idea of climbing trees for coconuts and playing soccer in the
afternoons. I was drawn by the simplicity of the Ninigo life and the strong connections between people.

Normally we are cautious about inviting people back to the boat but this caution went out of the window in Ninigo. One Sunday, we invited two families to come to the boat for afternoon tea and had the honour of being visited by 40 people! Luckily we had all made plenty of cakes. The Anui water line was a bit low but we had a fantastic afternoon, with many jugs of cordial being made and much relaxed chat. We were given so much food in Ninigo – crayfish (eaten every day!), papayas and the sweetest pumpkins. The people have had very few yachts visit and so do not naturally ask for anything in return. We offered sugar, rice and soap and found these to be popular, though often we had to force our friends to take anything at all. There was a constant exchanging of gifts and food in thanks for favours and hospitality – on our last day Thomas’ wife Elizabeth made me a basket, whilst Richard made Seth and Finn a toy sailing canoe (enthusiastically raced by the Ninigo children) and Thomas carved Seth a spear.

The school and community held a huge farewell party for us, with singing, canoe racing, speeches and a feast. It was an amazing day. We spent the next couple of afternoons with our new friends and there were tearful farewells on our last evening. The best place; the best people – never to be forgotten and hopefully one day revisited.

**Forza – April 2010:** We arrived in the afternoon and had decided to use the northern entrance, Longan Channel. As we approached the channel an open boat approached and it turned out to be the local headman/chief, Solomon, who offered to take us to the anchorage. The passage was relatively simple and we anchored to the south of Longan Island where the cruising guide suggests in 10m of water quite close to a concrete pier.

Our anchorage: 01-13.38 S / 144 17.87 E. Our C-map was accurate for the entry.

Solomon told us we were the first yacht to visit since Nov ’09 and made us very welcome. His wife is called Leita and they gave us fresh veggies in return for exercise books and fish hooks etc. There is a well organized school in the village and well worth a visit. Solomon also has a visiting yacht log which we were asked to put in our comments and is well worth reading. If you have any kina (we didn’t) I am sure you will be able to buy crayfish at a good price, he sells them to a wholesaler once a week for 12k a kilo. Solomon is also a guide to the local diving areas although he is not a diver and he is allowed to charge for this service under some regulations. Also we were told there was no diesel fuel available on the Islands.

We stayed for 3 nights and during this time the anchorage was calm and sheltered although we had quite a lot of rain which proved to be the norm for the next 2 months.

Our next stop was the Hermit Group so we departed through the South Channel as per the Guide. The passage through the lagoon was easy and in places very deep, the passage itself proved to be a little daunting as there is only one marker, a large steel girder painted white which you leave to stb’d on the way out, it is on the edge of a reef. From a pos’n of 01 21.96 144 15.09 we headed on a 180/190 deg course to sea, according to C-map this took us over a reef but we had nothing less than 6m under us. So while the C-map was good it is not perfect. Sounder and eyeballs are definitely required.

### 3.12 Far Offshore Islands

#### 3.12.1 Nukumanu
4 North Coast of PNG

4.1 Milne Bay

Wikipedia – 2016: During World War II, the area was the site of the Battle of Milne Bay in 1942 and by late 1943 it became the major support base for the New Guinea campaign through the development of Finschhafen as an advanced base after that area was secured in the Huon Peninsula campaign. By January 1944 about 140 vessels were in harbor due to congestion at the facilities. Congestion was relieved by opening of a port at Finschhafen and extensive improvements at Milne Bay.

Pacific Wrecks – 2016: During late August 1942, the Japanese attempted to land two groups Milne Bay. The first group departed Buna before arriving, RAAF P-40 Kittyhawks from 75 Squadron strafed their barges and stranded the troops on Goodenough. The second group departed New Ireland successfully landed Japanese Naval Special Landing Forces (SNLF, Marines) at at three points inside Milne Bay during the night of August 25, 1942. This assault was the southern most point of the Japanese advance on land in World War II. By the end of August, the remaining Japanese withdrew, to fight on Guadalcanal.

Allied and Japanese missions against Milne Bay
August 4, 1942 - August 9, 1943

After the battle, the area was then developed into a large Allied staging base. Several coastal villages were developed into military bases and naval installations after the battle. US Army base at Milne Bay was known as ‘Base A’. By the middle of 1944 most naval installations were complete. Wrecks in Milne Bay:

A-29 Hudson Mark IIIA Serial Number A16-245
Ditched offshore Milne Bay

P-40E Kittyhawk Serial Number A29-110
Ditched on reef August 29, 1942, pontoon attempt failed, sunk

B-17F Flying Fortress Serial Number 41-24354
Pilot Webb MIA August 26, 1942

B-17E Flying Fortress Serial Number 41-2635
Pilot Hancock MIA November 1, 1942 discovered 1999

A6M2 Model 21 Zero Manufacture Number 646
Crashed August 1942
4.1.1 **Alotau (Alotoa) (Fuel, Internet, Groceries, Port of Entry)**

2XS reported wifi at the Alotau Waterfront Lodge (and none in the Louisiades) in 2016. Westward II reported a fuel dock here, but there was an explosion late Oct 2016, don't know status after that.

**2XS – October 2016:** It is a small town, accessible only by plane or boat because it is surrounded by very (very!) steep mountains, shrouded in mist, and reaching down into the sea.

Nobody tried to to climb aboard; it is really quite restful.

This morning we filled up with fuel at the main wharf. This had its moments of stress…We had been told to get there early, 8am, if possible, and to go to the Transport Office to fill in forms. Pete did all of this but…he couldn’t pay by visa. And when he went to several ATMs in the town centre none of them would disgorge money. So he had to come back to the boat to get my Visa card, which was more obliging. While he was gone the Transport Office man came and said Pete would have to go back to the office to fill in a new lot of forms because our timing was now incorrect – it was by then 9.30.

So…more forms…and more waiting for the actual fuel people to arrive. Which they did, in the fullness of time. Without a funnel or a correctly fitting hose. Pete shouted a bit and waved his arms around and bodgied up some sort of contraption so the fuel could be loaded into the thirsty tanks. The massed observers were very happy.

It is amazing weather. Every now and then there is a huge downpour, which stops as suddenly as it started. We hope our water tanks are filling as rapidly as they should. The local people are alarmed and annoyed with the weather. They say that it should be the dry season and that all of this rain is making their children sick. (Germy rain??)

Our first day in Alotau we were absolutely the only dimdims to be seen. (Dimdims = white people, in PNG.) And our second day – there were 1500 dimdims! A big P&O cruise ship came in for the day and disgorged cheery crowds of (mostly) Australians (mostly) from Cairns. Many of them hopped onto little buses and disappeared into the hills to see…no idea what they were seeing but it is all very spectacular, here, so I am sure the tours were great. But many hundreds of them didn’t go on tours; they wandered up and down the main street.

I went up and down the street too, following Pete to Customs and Immigration. He was told that he would have to go to Quarantine before we would be allowed to check out. (Not quite sure why…Quarantine is for arrival not departure…but no point in arguing.) He had to go right back around the bay, past the Alotau Waterfront Lodge, where we are anchored, and along to the cruise ship terminal. So…I stopped off and went to sit in the big shady restaurant area where I had a lovely time while Pete trudged back and forth from office to office. He also hunted around in some of the supermarkets and found – yes! – potatoes, and onions!

The day before we had been the only customers in the restaurant but yesterday some of the 1500 cruisers were in there, filling up all of the tables. There was a little band of local men, many of them very ancient, peacefully playing island music. I sat and battled with the WiFi and made lots of new friends.

**Alk – May 2016:** Alotau is a friendly town. Safe anchorage off Airways Hotel in 10° 18.61’S 150° 26.99’E. Secure dinghy landing on slipway of hotel. Immigration and Customs offices close by in Business Center opposite gate of Airways Hotel. Good supermarkets nearby. Good market for fresh produce. Diesel and water from hose at small wooden jetty of Cheong Enterprises in Sanderson Bay.
**Yawana – 2014:** I cleared in and out at Alotou. Customs and quarantine are efficient and strait forward. A yacht was boarded & robbed late last year (this information is already on noonsite).

Alotou town is not a good anchorage due to being exposed to the east, south and west winds, and is a very deep harbour shoaling sharply near the Airways International Hotel. Anchoring in a remote location is unadvisable due to security. Driftwood Resort is to the west of the town centre and have a mooring and jetty for tenders. I anchored in Discovery Bay, Wagga Wagga village, on the south side of Milne Bay and caught a banana boat across to clear in. Customs and quarantine had no problem with this. Wagga Wagga village is very friendly, people welcome yachts, it is very protected from all but the NW winds. A policeman lives on Bismarck point so I anchored near his house and introduced myself to him.

Excellent anchorages can also be found among the Killerton Islands about ten miles east of Alotou. The road from East Cape to Alotou runs along the coast here and local PMV buses can take you into town for clearing in and out and shopping etc. I suggest anchoring in front of a village and getting friendly with a few people. Talk with a village elder if you are unsure about security.

**Chasse Spleen – June 2009:** The 250 nautical miles crossing from Budi-Budi to Alotau proves enjoyable, mainly sailing in a nice breeze and despite the tricky navigation around constellations of reefs poorly chartered.

The formalities in Alotau prove complex with quarantine giving us a bit of a headache. However we find a lovely anchorage sheltered from the tradewinds only 5 Nm across the bay. Wagga Wagga is a small bay at the step of high mountains covered with a very lush rain forest and giant trees. A small beach is at swimming distance and the locals will prove extremely friendly.

Just anchored in front of this village, we are attracted by some festive preparations onshore under a gigantic tree (music, traditional dance, kaikai and a very big pig). We decide to join in and are informed that "big men from Moresby" are expected including the PNG Vice President and the Province Governor (an ex French Speaking Swiss). We are happy spectators of the show and honoured to be invited to share the lunch and meet the officials.

We are meeting Pastor Fred and his wife Rebecca (Pastor of the Pentecost congregation) who organised a delicious dinner for us. It is a difficult task for him to juggle with both the Christian faith and the inhabitants' belief in witchcraft. Traditions, customs are very present in the area. Fred and Rebecca will prove as keen to hear about our dimdim (white people) way of life as we are to hear about stories and myths of Milne Bay.

Our regular commuting to Alotau with the daily dinghy taking the villagers to the market place and our attendance at the Pentecost church, make us very popular with the locals. We feel very quickly accepted by the community.

Milne Bay was the scene of a major battle between the Japanese and the British during WWII. The forest but also the sea is full of wrecks and one can still see many relics of war machines.

**Maranatha – Feb 2009:** Anchorage Position: 10° 18.533S 150° 27.035E

Anchor in about 6 to 9 metres on a reef that extends out from the which is in line with the left hand side edge of the fuel tanks. Beware that the mud to the west of this position is very fine and NOT good holding. Further south the water starts to get too deep.

Generally speaking, Alotau is a lousy anchorage.

**4.1.2 Waga Waga**

This is a very secure and quiet anchorage in eleven metres of water six miles south across Milne Bay from Alotau.

4.1.3  **Kana Kopi Bay**

**Maranatha – June 2007:**  Anchorage Waypoint:  10° 28.918S; 150° 39.170E

A quiet anchorage just around the corner in Milne Bay at the north end of the China Strait. Anchor in about twelve metres of water.

4.1.4  **Samurai Island**

**Maranatha – June 2006:**  Anchorage Waypoint:  10° 36.570S 150° 39.647E

Samarai was the original provincial capital for Milne Bay. However, since the administration was moved to Alotau the island infrastructure has deteriorated badly.

Customs can be cleared here although you may have to go looking for the officer (Felix in 2008) as he may be fishing. His work-load is not very heavy. Beware of strong tidal currents during spring tides.

4.2  **Between Milne Bay and Lae**

**Alk – May 2016:** The grey area in CMap charts directly N of Cape Nelson indicating unsurveyed seas, is navigable for a sailing yacht but it is strongly recommended to use Google Earth maps which indicate the submerged reefs well. Most of the reefs in this area are 5m or more below chart datum. Alternatively one can stay in the shipping lanes which have been surveyed.

4.2.1  **Boiaboiwaga Island**

**Alk – May 2016:** Is an island just of East Cape with good anchorage in sand/coral boulders 5-7m in 10° 12.41'S 150° 54.34'E

Several good dive sites nearby. Check with Tawali Resort.

4.2.2  **Tawali Resort**

**Alk – May 2016:** Tawali is a dive resort with a wooden jetty where a yacht can tie up alongside in 10° 15.997'S 150° 46.61'E. Resort has laid FAD in 10° 15.8644' S, 150° 46.4499' E to keep fishermen out of house reef. Various excursion possibilities. Watch Bird of Paradise or Skuel caves. Although a dive resort for Milne Bay, none of the dive sites are actually in Milne Bay.

4.2.3  **Ipotito Island**

**Alk – May 2016:** Ipotito Island off Cape Vogel has good but deep (35m) anchorage in 9° 37.73'S 150° 01.21'E

Beautiful uninhabited island. Good diving/snorkelling. WWII airplane wreck ('Black Jack' in 50m) nearby but guide required.

4.2.4  **Tufi**

**WWII History:** The Tufi wharf was originally established by the Australian New Guinea Administration based at Tufi prior to WW2 and was expanded and began operations as an advance US navy PT Boat base in December 1942. Conducting operations as far north as the Huon Gulf harassing Japanese shipping supply lines for several months eventually notching up
many successful missions. Soon after the front line became too distant and the base relocated to the Huon Gulf and the base resorted to being a rear support base for the allied forces.

**Soggy Paws – 2017:** People we met at Sangat in the Philippines went here by air. Raved about the diving and raved about the small village by the resort. [http://www.tufidive.com/](http://www.tufidive.com/)

**Alk – May 2016:** Beautiful well protected bay with dive resort.

An ex-employee of the resort, John Thomas plans to lay moorings for visiting sailing yachts. He can be contacted via email through the Tufi resort. Many good dive sites on the reefs outside of the bay.

4.2.5 **Dregerhafen / Dreger Haven**

Not sure where this is, can’t find on map, and no waypoint given.

**Alk – May 2016:** This is a very well protected anchorage in the small bay with famous Dreger Harbour High School with students from all over PNG who love to make contact with yachts. Unfortunately our 8HP outboard got stolen by a visiting banana boat when we did not lift it out of the water at night as we normally always do. There was no lock on the outboard. The school director Joe went out of his way to check for the outboard but most likely this was not stolen by locals. Otherwise a very nice and interesting visit. Small local supermarket in Gagidu some 5km.

4.3 **Lae**

4.4 **Madang**

**Stap Isi – 2009 (from Noonsite):** After living in Madang for nearly 20 years and cruising in and around Madang without incident for the past year, we would have said that this was one of the few places in PNG where one could cruise in relative safety. That changed on 16 July when we were boarded by three men and assaulted on our Yacht "Stap Isi" while anchored in Madang harbor.

I was sleeping in the cockpit and my wife Kathy was sleeping below when at about 1 AM I awoke to find someone pressing a machete against my neck and telling me to stay still. Our plan in case of such an incident is for me to try to keep the assailants busy while Kathy locks herself in the head and sounds the portable air horn. Our assumption is that the best defense in case of attack, especially in a populated area, is to make as much commotion and noise as possible.

I called for Kathy to sound the horn, unaware that someone was already below with her. When she tried to get up, he laid her forehead open with a club. By this time I was grappling with one man in the cockpit while another covered me with a homemade shotgun. I was able to wrench the machete away from my assailant but not before receiving blows to the head and arms that would later require stitches. Apparently the shotgun was not loaded because the third guy’s contribution to the attack was simply to hold it and attempt to look menacing.

By this time Kathy, in spite of being dazed and blinded by the blood, had been able to get up, find the horn, and make her way to the head. She started blowing the horn and at that point the
assailants began going over the side. I was able to get one swipe with the machete at the guy who had hit me as he went over but unfortunately was not able to inflict much damage.

The last we saw of them they were pushing their canoe back out into the harbor. The next morning, after receiving medical care, we filled out the appropriate police reports but nothing is being done by the police. Their attitude seems to be that since we were not killed, what are we complaining about.

PNG is a wonderful place and we would still recommend it as a cruising destination, but with the warning that if one stays around long enough they will encounter security issues. For us, it took almost a year of cruising before it happened. But this is our home and we are going to continue to cruise here. We are definitely, however, going to rethink and upgrade our security arrangements. And we would encourage anyone who is thinking of cruising here to be very security conscious.

Given the results of our incident, I would say that the best response to such an attack is to make as much noise and commotion as possible. These people are relying on darkness and stealth. Light and noise tends to put them off.

4.5 Wewak

4.6 Between Indonesia and Ninigo Islands

4.6.1 Einamul (03-08N / 142-24E)

Screensaver – May 2017: Anchorage: 03 07.74 S / 142 23.62 E. We anchored in 18m Sand, 2G Internet just. With the season transitioning from NW to SE monsoon the hope was that by coming down here (our last SE Leg) we could get a sailing line and reduce the current for the next leg. The wind, what little there was, sat at about 20 degrees apparent of the run line, and the current was now beginning to bite, so it was just as well we hadn’t planned to go further SE. As it was we left just before daybreak and arrived just after sunset.

4.6.2 Vanimo (Westernmost Port)

Screensaver – May 2017: Anchor in 6m, Mud, 2G. Mostly motoring down the coast with some help from ENE winds. The current is now getting a bit stronger so it is just as well we don’t have too much further to go south before we jump off shore.

We stopped at Vanimo to check into PNG. There has been a few bad reports about Vanimo so anchored in the corner were ships and harbour master could see us, for whatever that was worth. Wooooo what a contrast to Jayapura though. While we only spent 2 nights, I didn’t see anything to give me any great concern. For the first time in a long time though we did come across a number of broken beer bottles on the beach so one had to be pretty carefully with Mouse (the tender) or would rip a whole in it, or our feet. At the time I did not realize that the broken bottles were a precursor to a bit of wider spread drinking problem, one I haven’t seen till now in Asia.

Immigration was fairly short walk to the airport which is being expanded, and the local guys were extremely helpful and nice. They even drove us across the other side around the airport to customs leading us right to the door. Our Visa’s we got in Jayapura were for 60 days and an
extension is not all that cheap so we will see how we go.. Customs were just as nice and drove us back to town pointing out where the harbour master was in this shed on foreshore and it was all over in about 2 hours. A sharp contrast to Jayapura and the way it should be, although being driven around was much nicer than I expected.

The ATM had a queue of 40 plus people, perhaps being Friday this was payday, anyway I didn’t bother standing in the queue. We had a little money we got from a money changer in Jayapura, and the less in our pocket the less we could spend. We picked up a couple of SIM cards at the super market, and the system here is much more simple. You either by voice, data, or txt or combination of. So we paid 25 Kina for each SIM + 68 kina for 1.2GB of data for 30 days. For less than that I got unlimited data in Philippines, so PNG is expensive.

Diesel here is up around $1.50au, whereas in Jayapura its around 0.55 to 0.65au /L. So of course there are those running across the border to fill up which is no doubt one of the reasons we were told in Jayapura we can’t buy fuel. Given we will do a fair amount of motoring around these latitudes I’m not looking forward to paying Ozy prices for diesel.

We didn’t look too hard or at much in Vanimo it was really just a place to stop and check-in, but what we did see was more western products and much higher prices, than the other Asian countries I have been to. Generally pretty grubby, and no shortage of those chewing beetle nut.

Adina – August 2015 – Checking Out at Vanaimo: Vanimo is a small town on the western end of mainland Papua New Guinea. Adina was there on 31st August 2015 to obtain our visas for Indonesia and to check-out from Papua New Guinea. The town has had security issues in the past so you need to take care both on land and on board. We arrived early and completed formalities within the day and did not stay overnight.

Anchoring: The bay is large and shallow and reasonably well protected in SE trade winds. Initially we anchored at 02 41.028S 141 17.86E near the dock as we had been advised the dock has security. We then had to move to enable a cargo ship to moor stern to the dock. We moved to 02 41.048S 141 17.591E. Holding was good in both places in mud and plastic bags.

If staying the night the Harbour Master (Levi.Langai@pngports.com.pg ) advises yachts to anchor as close to the dock as possible. This area is well lit on shore and in his opinion the safest position in the bay and in theory they have guards. If there is no ship, you can ask to actually tie to the dock which is at 02 40.993S 141 17.896E

One of us stayed on the boat and one of went ashore.

Getting ashore: We took the dinghy to the right of the dock (when approaching from sea) which the local banana boats use – 02 40.991S 141 17.948E. This gets very shallow at low tide (less than 30cm for at least 20m from shore) so be careful if you leave your dinghy unattended. There was nowhere obvious that we could have chained the dinghy if we had wanted to.

Harbour Master: We were not required to complete any formalities with the Harbour Master himself but he was very helpful in helping us track done Customs and Immigration.

Customs: Customs are located inconveniently out of town. Ask the Harbour Master for help and he will get them to come to the dock or direct you to a taxi. Customs will want to see your check-in papers and will clear you out. It helps to mail Patrick Kinavai kinavaip@customs.gov.pg 24 to 48 hours in advance of your arrival. His number is 457 1192. Other yachts have had their passports stamped by customs so go here first and ask if they will do it for you. We went to immigration first as customs were unavailable.

Immigration: We found the Immigration Officer at the airport 02 41.210S 141 17.966E but he does move around! Ask the Harbour Master or Customs to try and contact him first. A departure card is all that is needed and your passports will be stamped.
Other facilities: There were a few basic shops in town plus a small fresh market. We did not spend any time looking for anything else!

Totem – December 2012: Here is a rundown of practical information for Vanimo, PNG, based on our experience stopping there to clear out of the country before heading to Indonesia in December 2012. A more informal discussion is on our blog at http://sv-totem.blogspot.com/2013/01/vanimo-part-1-just-quick-stopover-right.html.

Security: While we didn’t feel grossly unsafe in Vanimo, I don’t think it’s a good idea to hang around either- we heard first hand reports of theft from yachts, and second hand anecdotes from local folks about some pretty unpleasant violent crimes committed against visitors in town.

Anchorage: We anchored at 2*41.099, 141*17.789. There’s not a great dinghy landing spot. We did not feel there was a secure spot to leave the dinghy opted to alternate trips ashore, shuttling the dinghy back and forth without leaving it on the beach. From where we dropped the hook, the easiest spot to disembark is adjacent to the concrete wharf near the container dock. It’s just left of a bright green building and probably has a few open boats tied up and some people hanging around, as this is where open boats departing Vanimo gather.

To get to the Indonesian consulate: From the dinghy landing above, turn right on that road immediately on shore. Cross the first street at the green building (it will be on the near left corner), cross the second street at a church (far left corner), and turn right on the third street. The red/white Indonesian flag will be visible at the consulate, just down the block on the left hand side.

Indonesian visas: If we had perfect information about what the Indonesian consulate needed, and brought it with us at the beginning, we could have finished everything in one day. We had to shuttle around to get photos and cash, so the resulting process took us two days- visas were not ready until the afternoon of the second day. We needed (besides passports of course!):

- Completed forms, provided onsite at the consulate
- Two passport photos per person (the orange pharmacy en route to the consulate has a photo printing machine)
- Copies of our cruising permit (CAIT)
- Copies of our sponsor letters and their ID cards
- Cash (in Kina only) to pay for visas

A form completed at the Indonesian consulate requests your email address. Our friends provided their sat phone address, which has since been used by someone from Vanimo to try and sell them gold bullion. We have not received any email, and suggest using a dummy address, or at least one you don’t care about getting shady spam.

Clearing customs: Clearance was straightforward, once the customs officer arrived. The customs office is about a 20 min walk to the other side of the airport from the consulate: the consulate provided directions for walking there. We were warned about security in this area, and the official offered to provide a ride back to town (gratefully accepted).

Forza – 2010: Our friends on s/v Tonic had visited Vanimo as they were low on fuel and were woken at around 0230 as someone was stealing their jerry cans off the deck, fortunately they chased them off and got the cans back.
5 South Coast of PNG

5.1 Port Moresby
In September 2017, a rally was organized from Cairns to Port Moresby.

Welcome to the Royal Papua Yacht Club. It is without doubt one of the finest yacht clubs in the South Pacific. We boast a very modern marina with berths varying from 9 – 25 metres, a restaurant, Sail Café’, bar, gymnasium, kids play areas, shower and toilet amenities, laundry and business centre.

The Royal Papua Yacht Club is a licensed facility and welcomes you, the visitor to enjoy our indoor and outdoor restaurant facilities and sample true Melanesian hospitality while being served by our friendly staff.

Contact:
Telephone: +675 3211700
Fax: +675 3214935
E-mail: marina_admin@rpyc.com.pg / admin@rpyc.com.pg
VHF 84 is monitored from 0800 to 2000 daily. Radio Call sign: Papa Yankee Charlie or Marina Office

Administration:

<table>
<thead>
<tr>
<th>Reception:</th>
<th>open 7 days a week 08:00 – 22.00</th>
<th>+675 3211700 / 3211723 / 3211082 / 3214356</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email:</td>
<td><a href="mailto:admin@rpyc.com.pg">admin@rpyc.com.pg</a> &amp; <a href="mailto:marina_admin@rpyc.com.pg">marina_admin@rpyc.com.pg</a></td>
<td></td>
</tr>
<tr>
<td>Postal Address:</td>
<td>PO Box 140 Port Moresby NCD</td>
<td>Section 44, Lot 14 Champion Parade, Granville</td>
</tr>
<tr>
<td>Executive Staff:</td>
<td>General Manager</td>
<td>Mr Aaron Batts</td>
</tr>
<tr>
<td></td>
<td>Administration Manager</td>
<td>Mrs Ella Kasu</td>
</tr>
<tr>
<td></td>
<td>Assistant Administration Manager</td>
<td>Ms Eva De Leon</td>
</tr>
<tr>
<td></td>
<td>F&amp;B Operations Manager</td>
<td>Mr Ashish Triphaty</td>
</tr>
<tr>
<td></td>
<td>Assistant F&amp;B Manager</td>
<td>Mr Mahiro Hivi</td>
</tr>
<tr>
<td></td>
<td>Executive Chef</td>
<td>Mr James Morton</td>
</tr>
<tr>
<td></td>
<td>Marina-Operations Manager</td>
<td>Mr Tony Santiago</td>
</tr>
</tbody>
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ON ARRIVAL:
Contact the club on VHF Channel 84 duplex, call sign: PAPA YANKEE CHARLIE or MARINA OFFICE to advise us of your arrival and if required, the club will contact Quarantine and Customs on your behalf.

Proceed through the yacht club marina entrance and moor in the pond area on your port hand, either anchoring or pick up a mooring buoy.
Following Customs and Quarantine Clearance, you can either stay at that mooring or if available, arrange for a berth.

Shower, toilet and laundry facilities are located at the northern end on the ground floor – access keys and laundry tokens are available from reception. The children’s playground is at the other end of the clubhouse.

**Dress Code for the Clubhouse:**

- Neat and casual attire at all times
- Footwear must be worn at all times
- No hats allowed inside the club house
- No singlets or tanks tops
- No swimwear
- No soiled work clothes
- No Rubber thongs after 6pm
- Tasteful & non offensive t-shirts will be permitted

**Security** - 24 hr security at the marina and clubhouse.

**Mobiles** - Phone credit cards and internet wireless cards (Daltron/Datec) available at reception.

**Foreign Currency** – we exchange American Dollars, Australian Dollars, New Zealand Dollars and Euro. Also we accept MasterCard, Visa, American Express and EFTPOS.

**Gas** – for gas bottle refills, check with reception

**Fuel** – fuel pontoon opens Monday – Friday 08:00 – 17:00 Saturday 08:00 – 13:00 Sunday 08:00 – 12:00

**Business Centre** – at reception for email, fax, printing, photocopying

**Embassies & High Commissions**

<table>
<thead>
<tr>
<th>Embassy</th>
<th>Website</th>
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<tbody>
<tr>
<td>Australian High Commission</td>
<td><a href="http://www.dfat.gov.au">www.dfat.gov.au</a></td>
<td>+ 675 325 9333</td>
</tr>
<tr>
<td>Godwit Road</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waigani</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Zealand High Commission</td>
<td><a href="mailto:nzhcpom@dg.com.pg">nzhcpom@dg.com.pg</a></td>
<td>+675 325 9444</td>
</tr>
<tr>
<td>Waigani Cres</td>
<td></td>
<td>Opening hrs:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Mon – Fri 08:00 - 12:00 13:00 – 16:30</td>
</tr>
<tr>
<td>Indonesian Embassy</td>
<td><a href="mailto:kbripom@daltron.com.pg">kbripom@daltron.com.pg</a></td>
<td>+675 325 3544/325 3116</td>
</tr>
<tr>
<td>Lots 1 &amp; 2 Sec 410</td>
<td></td>
<td>Opening hrs:</td>
</tr>
<tr>
<td>Kiroki St</td>
<td></td>
<td>Mon – Fri: 10:00 –12:00 14:00 - 16:00</td>
</tr>
<tr>
<td>Waigani</td>
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**Supermarket**

There is a supermarket within walking distance of the yacht club. Go out of the main gate and turn right, when you reach the corner go pass the service station and walk a little further and you will see the sign Waterfront shopping centre.

There is also another supermarket within walking distance of the yacht club. Go out of the main gate and turn left right, when you reach the corner left again go pass the ANZ Bank and Bank South Pacific and walk a little further and you will see the sign Stop N Shop.
Bank
Also there is an ANZ Bank & Bank South Pacific next door within walking distance of the yacht club.

Boat Services

<table>
<thead>
<tr>
<th>Service</th>
<th>Contact Person</th>
<th>Phone Numbers</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastline Boats</td>
<td>Ron Posa</td>
<td>+675 325 3851</td>
<td><a href="mailto:ron.posa@cme.com.pg">ron.posa@cme.com.pg</a></td>
</tr>
<tr>
<td>Steamships Marine Engineering Services</td>
<td>Chris De Villiers</td>
<td>+675 322 0426 /+675 321 4509</td>
<td><a href="mailto:chris.devilliers@swirecnco.com">chris.devilliers@swirecnco.com</a></td>
</tr>
<tr>
<td>Finer Auto Electrical Services</td>
<td>Robert Pero</td>
<td>+675 323 5432</td>
<td><a href="mailto:robertpero@hotmail.com">robertpero@hotmail.com</a></td>
</tr>
<tr>
<td>Lohberger Engineering</td>
<td>Joel &amp; Rolando</td>
<td>+675 340 2532 /344 2814 7365 7874</td>
<td>Joel - 73936676</td>
</tr>
<tr>
<td>Boroko Motors - Marine Division</td>
<td>Guy Lamont</td>
<td>+675 325 5255</td>
<td><a href="mailto:guy@borokomotors.com.pg">guy@borokomotors.com.pg</a></td>
</tr>
<tr>
<td>Ela Motors – Marine Division</td>
<td></td>
<td>+675 322 9448</td>
<td></td>
</tr>
<tr>
<td>Webster Marine</td>
<td>Andrew Dumbui</td>
<td>+675 325 8179</td>
<td></td>
</tr>
<tr>
<td>Track Marine Communications</td>
<td>David</td>
<td>+ 675 340 3945</td>
<td></td>
</tr>
<tr>
<td>PNG Motors – Marine Division</td>
<td>Shaun Harrison</td>
<td>+ 325 5788 /76209223</td>
<td></td>
</tr>
<tr>
<td>Cav’s Marine, trailers repairs as well</td>
<td>Allan Cavanagh</td>
<td>+ 72724986</td>
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Refrigeration & Air-conditioning

<table>
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<tr>
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<th>Contact Person</th>
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<tbody>
<tr>
<td>Daikin</td>
<td>Steve Tucky</td>
<td>+675 325 3555</td>
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</tr>
<tr>
<td>PNG Air Conditioning</td>
<td>Maure Kilamanu</td>
<td>+675 325 6444</td>
<td></td>
</tr>
<tr>
<td>South Pacific Air conditioning</td>
<td>Rob Doyle</td>
<td>+675 321 5951</td>
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Radio Communication

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<tr>
<td>Ariel Communications</td>
<td>Norland Vitto</td>
<td>+675 325 0082</td>
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<tr>
<td>Rad-Tel</td>
<td>Reg Heron</td>
<td>+675 325 2555</td>
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<tr>
<td>Pacom Communications</td>
<td></td>
<td>+675 325 7111</td>
<td></td>
</tr>
<tr>
<td>Security Systems</td>
<td>Charlie Edmunds</td>
<td>+675 3230277</td>
<td></td>
</tr>
<tr>
<td>TE PNG</td>
<td></td>
<td>+675 325 6322</td>
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Paints

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<tr>
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<tbody>
<tr>
<td>Orica</td>
<td>+675 325 4555</td>
</tr>
<tr>
<td>Akzo Nobel</td>
<td>+675 325 3931</td>
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Plumbers

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<tbody>
<tr>
<td>Niugini Plumbers</td>
<td>Essell</td>
<td>+675 323 6565</td>
<td></td>
</tr>
<tr>
<td>Rad-Tel</td>
<td>Reg Heron</td>
<td>+675 325 2555</td>
<td></td>
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</table>
Sail Makers, Canopy Repairs

<table>
<thead>
<tr>
<th>Services</th>
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</thead>
<tbody>
<tr>
<td>Boroko Motors</td>
<td>Guy Lamont</td>
<td>+675 325 5111</td>
</tr>
<tr>
<td>Pryde Furniture</td>
<td>Raki</td>
<td>+675 325 4233</td>
</tr>
<tr>
<td>PNG Nesa Foam</td>
<td>Tony</td>
<td>+675 72890921</td>
</tr>
<tr>
<td>Cav's Marine, trailers repairs as well</td>
<td>Allan Cavanagh</td>
<td>+ 72724986</td>
</tr>
</tbody>
</table>

Upholstery

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<tr>
<th>Services</th>
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<th>Phone</th>
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</thead>
<tbody>
<tr>
<td>PNG Foam</td>
<td>Tony or Geoff Yip</td>
<td>+675 325 9337 / 72890921</td>
</tr>
<tr>
<td>Pro-Clean</td>
<td></td>
<td>+ 675 320 1276</td>
</tr>
<tr>
<td>Pryde Furniture</td>
<td></td>
<td>+ 675 325 4233</td>
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Gas Refilles

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<tr>
<td>Origin Energy</td>
<td></td>
<td>323 4033</td>
</tr>
<tr>
<td>Brian Bell Service Centre</td>
<td>Darren Gear</td>
<td>325 8066</td>
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<td>Gordons</td>
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<tr>
<td>Private</td>
<td>Raymon Yaniku</td>
<td>711 74587</td>
</tr>
</tbody>
</table>

Published Rates as of August 2017, for visiting yachts is K95 per day + GST of K9.5 for a marina berth and K62 per day + GST of K6.20 for mooring. Power and water available at extra cost.

Alba – July 2015: We arrived at the Royal Papuan Yacht Club Marina (after a 3 day trip from the Louisiades) in the early afternoon and, as instructed, anchored behind their breakwater (which they call The Pond). The charts show a depth of 1.1 metres on the approach to the marina, but we saw nothing less than 4 metres. We weren't too happy about the holding in the Pond because we dragged the first time having picked up some plastic sheeting with our anchor, but other cruisers have been fine there.

The marina office arranged for customs, immigration and quarantine to come out to the boat, so we had our formalities completed and were safely docked in a marina berth within two hours. The only fees were $20USD for the animal and vegetable quarantine and $50USD for health quarantine.

After a little bit of tidying up, we strolled into the yacht club, which is huge. It's more like a country club for rich Papuans and ex-pats (3,000 members) with a nice restaurant, a huge bar and even a big gym. We used one of the two ATM machines to get some kina and retired to the bar for a cold beer or three.

At the marina office's suggestion, we called in at a big 50 foot power-catamaran called “Utopia” and talked to a guy called Brian. He turned out to be a 73 year old, white Papua New Guinean and an ex-cruiser having sailed 40,000 miles on his ketch “Duck Soup”. After plying us with wine, cheese and stories, Brian offered to get his driver to take us to the Indonesian Embassy tomorrow, which we gratefully accepted.

Brian drove us to his company, which is the largest estate agent in Papua New Guinea, employing over 50 people - a wealthy man. From the office, we were driven around by Paul, one of Brian’s five sons, accompanied by Steve, who sailed with Brian and now looks after his boats.
Steve wanted to go to a vegetable market, so we accompanied him walking around the closely packed stalls. There are hundreds of thousands of people living in Port Moresby with over 80% unemployment, so there are a lot of people living in poverty and the city has a very bad reputation for hold-ups and theft. We're always very careful about our belongings when in local markets and we were especially careful here, but I didn't notice two rascals following us.

As we were the only white people (Dim dims) in the market, everyone was looking at us, so it was hard to for us to notice these two guys. However, the market stall holders spotted them and suddenly one stall holder leapt up and gave one of the rascals a huge slap around the head and started to scream at him. Within seconds, the rascal had twenty people haranguing him and he was chased out of the market. The stall holders all apologized to us, which was nice.

Paul then took us to a large computer store to buy a couple of things. On the way there we passed hundreds of people sitting on the sidewalks, in the dirt, with small selections of things for sale - limes, betel-nut, a few cigarettes. What a difference at the store, there were guards on the gate into the car park, guards on the door, guards inside the store. The store was huge with wall-to-wall high tech equipment, marble floors and air conditioning. There's an incredible difference in wealth here.

We were taken to the Indonesian Embassy, where we filled in a very straight-forward visa application form. We applied for a 60 day Social visa (211/60), which we can extend for another 30 days when we're in Indonesia. For each application, they wanted one photograph, one copy of a sponsorship letter, one copy of our Cruising permit (CAIT) and 120 kina ($40USD).

We told the visa officer that we wanted to leave Port Moresby on Friday 24th July. Thursday is a public holiday, so the guy said that he'd process it quickly for us and we could go back the next day.

Back at the boat, we had a couple of hours chilling out and sorting out emails then walked up a large supermarket, which is 10 minutes outside the secure fence of the Yacht club. It's bizarre to walk out of the decadent luxury of the Yacht Club onto the streets where the locals are trying to sell stuff or waiting for a bus and chewing betel-nut. There are betel-nut husks scattered around everywhere and the white concrete pavements are covered in blobs of bright red spit - it's disgusting.

The government is trying to stop the habit and has made it illegal to chew and spit in public places within the city limits. There are signs on the shops and gates into private businesses - "No chewing betel-nut", but the poor locals just ignore it all. I guess that it's as addictive as smoking, so will be difficult to stop. Brian hates the habit and forces his employees to brush their teeth on arrival at his office.

In the evening, we retired to the luxurious Yacht Club bar and had a few beers with Rob and Irene from "Peggy West". They are also heading off to Indonesia to join the Sail Indonesia rally.

Glenys spent most of the next morning running backwards and forwards to the marina's laundrette. Meanwhile, I tackled the problem of getting fuel. There's a fuel dock in the marina with automated pumps, which take non-refundable, pre-paid fuel cards. This is a great solution for the regular members, but I wanted to fill up my tank and jerry cans and didn't know exactly how much fuel I would need.

I estimated that I'd need 200 litres of fuel, which would cost 600 kina ($180US), so I played cautious and bought 5 * 100 kina cards. We motored over to the fuel dock and, unfortunately, I could only squeeze 400 kina worth into my tank, so I'm left with a non-refundable 100 kina card ($30USD) - bummer! I gave it to Brian as a thank you for driving us around.
In the afternoon, we cadged a lift from Brian into the Indonesian Embassy and picked up our passports with our 60 day visas and then went to the supermarket to do a big two trolley re-provisioning. We caught a taxi back to the yacht club, dumped the shopping on board and retired to the bar for beers and a bar meal. We're planning to leave on the 24th for our 1,100 mile passage through the Torres Straits to Indonesia.

3rd Day: It was a public holiday today. The boat looked like a bomb had hit it with provisions all over the place, but we left it all there and went out for a day trip on "Utopia". Brian had also invited "Peggy West" and an ex-pat couple called Ernie and Lorraine.

"Utopia" is a 50 foot catamaran with two big engines, which will do over 15 knots in calm seas. It's quite bizarre screaming along at those speeds with nothing tied down. Brian took us for a tour around the harbour, which is a large, deep, natural port which housed the whole of the American Pacific Fleet during the Second World War.

There are the semi-sunken remains of a warship and ruined Army buildings in the harbour, with large areas outside the harbour that are dangerous because of it was a former mined area and there may still be unexploded ordnance on the sea bed.

After our jaunt around the harbour, we headed out to Manubada Island, which is a favourite haunt of the Yacht Club members. It's only 5 miles from the marina, but is a pleasant little island with a white sand beach. There were three large traditional, Papuan barges on the beach.

Glenys and I went snorkelling for an hour, but the water was disappointingly murky, but I saw some Razorfish - strange thin fish that hang about vertically with their heads down. We had a boozy lunch, chilled out then whizzed back to the marina. Nice day out.

Leaving: The day didn't start too well. Customs and Immigration said that they'd come to the marina between eight and nine o'clock to clear us out, but didn't show up until half past eleven; and then only after three "reminder" telephone calls from the marina office. We were ready to cast off our ropes at nine o'clock, so by the time that they arrived, I was sick to death of waiting around.

We finally managed to get away by midday.

Mokisha – July 2013: As I sit here in Port Moresby, we are in our last few hours of being in Papua New Guinea. Tomorrow we head west once again for Indonesia. It will be a 10 to 12 day sail & we’ve been waiting for weather for several days. The Torres Straits between Australia & PNG have been blowing 30+ knots and 5 meter seas for over a week. We want a great passage!

Before we arrived in Port Moresby there was a quote in the Lonely Planet for the yacht club – “The last Bastion of white elite imperialism”. Only a trace of that remains today. Instead it is a mixing bowl of expats and locals. Corruption abounds and yet part of the culture. Australians & Expats are plentiful. Inequality and wages are astounding. Money here flows and yet next to a highrise is the poorest of poor. A waiter or waitress at the yacht club makes 80 Kina a week or about $40 U.S. a week! Port Moresby is expensive though and many of these people live in 'stilt' house over the water. No electricity, toilets are open to the water and the bare necessities rule their lives with out much opportunity. Sad, really.

In any event, Port Moresby has been a surprise and a pleasure. We heard all kinds of rumors about kidnapping, beheading, violence, etc. some of those things do exist but we were careful & met several locals who carted us around getting boat parts and supplies. A local Brian extended his hand & helped us out quite a bit. One Sunday we headed out for a relaxing day on his yacht. Two other days we hired his employee, John. Rented a van and 10 of us cruisers headed out to
explore the area. We went to the Highlands, an animal conservatory, botanical gardens, and Parliament house. It was a wonderful 2 days. The yacht club here has been extra friendly. We basked in the luxury of unlimited water, a slip and yacht club food & bar. Pics are in the picture gallery. 10 days in Port Moresby has been fabulous.

5.2 Orangerie Bay
Mokisha – June 2013: On our way from the Louisiades to Port Moresby, doing day-hops, we stopped at Orangerie Bay.

We ventured into the reefs at Orangerie Bay on the S side of PNG where the few local people we met said they had never seen a yacht in those waters. Using very accurate AUS charts from Chartworld we were encouraged to venture where no one we knew of had gone and the Sailing Directions, Pub 164, said were not adequately charted.

6 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!!

6.1 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).

6.2 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!!
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<th>Place</th>
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<th>M COVR ID</th>
<th>Cell Scale</th>
<th>X Offset</th>
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