

situated there. These provide berths for vessels up to 200m in length, and three berths for vessels up to 91m in length.

**Pilotage.**—Pilotage is compulsory. The pilot will board the ship from 1 to 2 miles SW of Home Bay during daylight hours. The pilot and harbormaster may be contacted on VHF channel 16. The pilot ladder should be rigged on the port side, and the main engines must be on standby at all times.

**Directions.**—Range beacons, in line bearing 343°, are shown at Home Bay. Vessels approaching the bay from the S or SE are warned to keep to the W of the range line.

**Caution.**—Strong currents up to 4 knots running either E or W may be encountered off Sydney Point. A depth of 9.1m lies 2.5 miles S from the S extremity of **Sydney Point** (0°54'S., 169°33'E.). Vessels should not approach the island within 2 miles after dark.

**4.45 Nauru** (0°32'S., 166°55'E.) (World Port Index No. 56500) is visible for about 18 miles and is of coral formation.



NASA Image

### Nauru

**Winds—Weather.**—The prevailing wind is between NE and ENE and is rarely stronger than force 4 to 5. In light winds, it is usually stronger near the shore, especially at night. Nauru does not appear to be visited by typhoons, but SW storms occasionally occur. The island has a wet season from November through February. When the wind is from the W, cargo handling is impossible. If the vessel experiences an onshore wind greater than a light breeze, it should be ready to put to sea.

**Tides—Currents.**—As a rule, the current sets W, but E currents have been encountered. Its rate has been reported to be as much as 3 to 4 knots. A 2 knot current, setting N or S, has been experienced close to the W side of the island. Sailing vessels getting to leeward have great difficulty in making the island.

**Depths—Limitations.**—There is no harbor except for boats, and the port facilities are situated on an open coast, which is protected only from E winds. Two cantilever phosphate loading berths extend from the W side of the island. Ships secure head and stern-to buoys laid offshore, and are then warped in to buoys moored close to a reef. North of the two piers, a small basin has been blasted out for the use of cargo boats and launches. A depth of 457.2m was found near one of the buoys, about 0.1 mile off the N cantilever.

Vessels up to 40,000 dwt, with a maximum length of 192m and a maximum beam of 28.3m, can be accommodated.

**Aspect.**—From an approaching vessel, it is seen as two round hummocks some distance apart. The island is surrounded by a fringing reef which extends about 0.1 mile from the shore and is steep-to. The island can be approached to a distance of 0.3 mile, as the reef is easily distinguished.

The SW aspect of the island is radar conspicuous; the airport runway, 1.25 miles long, traverses the SW edge of the island and was reported (1985) as radar conspicuous at 18 miles.

**Pilotage.**—Pilotage is compulsory and should be ordered well in advance. The boarding ground is about 0.5 mile W of the berth. The pilot boards the vessel with a mooring gang and mooring tackle. No ship's mooring are used. The pilot and mooring gang remain onboard during loading. The weather is extremely unpredictable and the vessel may be required to sail at very short notice.

**Regulations.**—Vessels should send their ETA to the local authorities at least 48 hours in advance, confirming 12 hours before arrival and when within 20 miles of the port. Pratique should be requested at least 24 hours prior to arrival. Special instructions and port regulations are published in a letter available on arrival, or from the phosphate company's office in Melbourne, Australia.

Vessels should have their engines in an operational condition while alongside the loaders.

**Signals.**—The local authorities may be contacted via radiotelegraph, radiotelephone, and VHF.

Quarantine messages should be sent to the Quarantine Officer, Nauru, 24 hours and 12 hours prior to arrival. The message should include the vessel's last port of call and date of departure, the number of crew and passengers aboard, and whether any infectious diseases are present aboard.

## The Marshall Islands

**4.46** The Marshall Islands are a group of low, coral atolls scattered in two irregular, roughly parallel chains that extend in a NW-SE direction. Besides the 2 main chains there are 6 outlying atolls, so that the whole group consists of about 34 separate groups of low, coral islands lying on circular reefs, most of which surround a lagoon. In general, the E or weather sides rise steeply and those on the lee side slope gradually. Most of the larger islands can be seen from 10 miles. The islets are mostly very low, and although a few of them attain a height of more than 7.6m, the remainder are from 1.5 to 6m high. The dull-green tops of the coconut palms show first above the horizon.

The United States entered into a Compact of Free Association with the Republic of the Marshall Islands on October 21, 1986.

**Tides—Currents.**—The Marshall Islands are divided by the