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# FIJI

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# MARINE DISTRESS & SAFETY SYSTEM

# Distress, Search & Rescue

We all know that even with everything checked, checked and triple checked, nautical disasters DO happen.

In case of emergencies all distress messages must be sent to the nearest RCC. Search & Rescue operations within the waters around Fiji are coordinated by a National Search & Rescue Committee. RCCs are located at Suva and Nadi. Rescue Sub Centres (RSCs) may

be temporarily established in other areas as demanded by the situation.

Suva (3DP) maintains a continuous listening watch on 2182 kHz and VHF 16 for distress calls. The station is also equipped with 6215.5 kHz for Search & Rescue Operations.

**If you are in imminent danger and require urgent aid, use MAYDAY.**

1. Switch to 2182 kHz or 6215 kHz or 156.8 MHz (Chnl 16)
2. Alarm signal, say:  
"MAYDAY, MAYDAY, MAYDAY."  
This is ..... 3 TIMES  
Give your position  
State the nature of your distress.  
State the nature of help required.  
Give any other information that will assist the rescue operation.  
Listen on the same frequency for acknowledgement.

**Our National Search & Rescue Authority is the Maritime Surveillance Centre**  
 HQ Fiji Navy, Box 12387, Suva, Fiji Islands.  
 T: +679 331 5380 | E: msc@connect.com.fj

**RCC Suva T: +679 331 5380**  
**RSC Suva T: +679 330 4296 | 3DP Suva T: +679 337 1326**  
**RCC Nadi T: +679 672 5777**

The Government of Fiji is upgrading current RCC protocol and procedures. They aim to have a centralized RCC FIJI established within 2015. Please stay tuned to fijimarinas.com for updates as they occur, but for now, the above procedure remains firmly in place.



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COVER: *Sundown at Paradise*  
Taveuni © Michelle Philp

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Fiji Marinas

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All information within this guide was correct at the time of going to print. This book is intended as a guide to compliment the careful planning and sailing of the Owner / Captain of each individual vessel cruising Fiji waters. Please note that travel information is subject to change and while we strive to bring you regular updates via the website, all information should be checked personally as Sea Reel Productions Ltd cannot be held responsible for issues arising from information listed within this guide. Sea Reel Productions Ltd cannot be held responsible for any claims, statements or offers made in any advertising content. No part of this guide may be reproduced, wholly or in part without prior written permission from Sea Reel Productions Ltd.

# Bula Vinaka!

We are delighted to welcome you to the 2020 edition of 'A Mariners Guide to FIJI Shores & Marinas'. We aim to be your trusty guide throughout the duration of your visit; helping you to navigate clearance procedures, make the most of your time here by highlighting the best of everything Fiji has to offer and finally, providing procedural information on departure clearance when the time comes for you to set sail in pursuit of your next adventure.

Fiji is a unique cruising destination. From the remote and very traditional Lau Group of islands to the white sandy beaches of the Yasawa and Mamanuca Group.

Our 300 islands are a land of stunning contrast and diversity. Home to picture perfect beaches, endless coral reefs, pristine forests and internationally renowned diving sites.

From Denarau Island with its award winning marina, 5 star resorts, restaurants and activities to smaller hideaway resorts and anchorages dotted all over Fiji that offer authentic Fijian hospitality.

With so many islands, it is easy to escape the crowd and find your very own anchorage, your own piece of paradise; Fiji truly has something to suit every type of cruiser.

Head to Vuda Marina and have a go at sailing a "Drua" double hulled canoe or to Leleuvia Island and you could experience sailing the Camakau" outrigger canoe as well.

Join like-minded cruisers at the popular Boathouse Nanuya that sits on the famous Blue Lagoon Bay recently renamed Nanuya Marine Reserve.

Island resorts and communities across Fiji are joining hands to protect their fishing grounds as well as restore damaged coral from past cyclones and changes in climate patterns. It is important to be on the look out for coral farms and marine protected areas when anchoring in the outer islands.

You are invited to join in the activities the communities offer in saving the marine eco-system for future generations.

Fijians are proud of their culture and traditions remain strong particularly in the outer islands. If you're lucky, you may be invited to a village lovo feast (local meat and produce infused with coconut and cooked in a traditional earth oven), or offered to join a sevusevu (traditional kava ceremony) where you'll be formally welcomed into the village.

You are advised to wear a sulu (sarong) to cover your legs. No skimpy attire should be worn in a village setting as it is considered disrespectful.

Please take the opportunity to purchase authentic Fijian Made crafts & produce in the outer islands. This direct spending has a huge impact on their daily lives and future of their communities. Not only does this reduce urban drift but every dollar spent is a total contribution of nearly two dollars to Fiji's economy.

Even after the stunning beauty of the eastern Pacific, Fiji is a surprise to most visitors with many yachties wishing they had planned to spend longer here. Don't make the same mistake....

...we look forward to seeing you soon!

*\*All information within the pages of this guide was correct at the time of going to print but we recommend checking [www.fjimarinas.com](http://www.fjimarinas.com) and Border Control Agency website for important updates before you intend to enter Fiji Waters.*

Vinaka vakalevu!



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# Contents

Distress, Search & Rescue	2
Bula Vinaka and Welcome to Fiji	6
Emergency Contacts	10
2020 Calendar of Events	12
Map of Fiji	16
<b>Cruising the Fiji Group</b>	<b>18</b>
<b>Cruising the Yasawa &amp; Mamanuca Islands</b>	<b>20</b>
The Climate of Fiji	24
Surfing Fiji	26
The Boathouse Nanuya	33
<b>Vuda Marina Fiji</b>	<b>36</b>
The Rum Co. of Fiji	44
<b>Port Denarau Marina</b>	<b>49</b>
Rourou Around	61
How to Crack a Coconut	65
Sevusevu	66
<b>Musket Cove Marina</b>	<b>68</b>
Next Stop Solomons	76
The Drua Experience	80
Sail in for Pizza at Cloud 9	81
Up, up and away...	82
Map of Nadi Town	84
VOU Dance Fiji	85
<b>Cruising Kadavu &amp; Beqa</b>	<b>86</b>
<b>The Pearl Resort Marina</b>	<b>90</b>
Fijian Names and their Meanings	91
<b>Royal Suva Yacht Club</b>	<b>94</b>

Map of Suva City	100
Sailing TAU	102
<b>Cruising the Lomaiviti Group</b>	<b>110</b>
Fiji Fishing Regulations	114
Coastal Plants of Cultural Importance	118
Yadua Island & Yadua Taba	123
Welcome to Savusavu	124
Map of Savusavu	128
Navigation Cautions for Entering Savusavu	129
Things to See & Do in Savusavu	130
<b>Copra Shed Marina</b>	<b>132</b>
Waitui Marina	135
Savusavu Marina & Boatyard	135
<b>Cruising Taveuni, Vanua Levu &amp; the Ringgolds</b>	<b>137</b>
Coral Farming at Dive Academy Fiji	140
Map of Taveuni Island	143
Coral Restoration at Makaira Resort	144
Being a Responsible Diver	148
Freediving Fascination	150
<b>Cruising the Lau Group</b>	<b>154</b>
<b>2020 Tide Predictions for Fiji</b>	<b>161</b>
Entering Fiji & Fiji Revenue & Customs	165
iTaukei Affairs Board Cruising Permits	169
Ports of Fiji	171
Health Quarantine	172
Biosecurity Authority of Fiji	173
Departing Fiji	174
Information on Wildlife Trade	175
A Quick Guide to the Fijian Language	176
<b>DIRECTORY SERVICE</b>	<b>180</b>

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# Emergency Contacts

Despite being an experienced sailor, swimmer or diver - accidents can and do happen. While we are able to put many mechanisms in place to protect ourselves, sometimes these are not enough and we need help. Here in Fiji, there is a dedicated team standing by to help in emergencies and there are some necessary steps you should follow to assist them with their efforts.

If a member of your crew suddenly feels ill after having dived - **PLACE THE PATIENT ON OXYGEN BEFORE YOU DO ANYTHING.** Oxygen first aid is essential and may reduce symptoms of DCS; however, O<sub>2</sub> is not a substitute for a full evaluation by a medical professional. DAN recommends that there be enough oxygen available to get the injured diver to an appropriate medical facility. In Fiji, this may take up to five (5) hours.

## DIVE EMERGENCY TELEPHONE NUMBERS 24/7

**EMERGENCY MOBILE NUMBER**  
Dr Luke Nasedra | T: 973 0854

**Doctor in charge of Hyperbaric Services**

**COLONIAL WAR MEMORIAL HOSPITAL**  
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**OR Dr Neeraj Sharma | T: 976 6584**

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Fiji Navy	331 2585   331 5380
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Helipro Fiji	770 7770
DAN 24-Hour Emergency Hotline	+61 88212 9242
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## ZEN'S MEDICAL CENTRE (Nadi)

CONTACT PERSON	PHONE
Dr Zen	672 2288   979 7872
Dr Tupou	672 2288   939 3590

## OCEANIA HOSPITAL FIJI

CONTACT PERSON	PHONE
Dr John Alfred <i>Clinical Coordinator</i>	992 9541
Dr Penuel Anav - Ward Manager <i>Medical Physician (Internal Medicine)</i>	992 4683
David Qumivutia <i>General Manager</i>	992 4056
Hospital (after hours) <i>Nursing Supervisor</i>	330 3404

## DISTRICT HOSPITALS

Hospital	Phone	Hospital	Phone
Lautoka	666 0399	Savusavu	885 0444
Sigatoka	650 0455	Labasa	881 1444
Taveuni	888 0444	Navua	346 0181

## INSURANCE

Willis PADI Insurance, V Insurance Group	0061 29285 4111
Mike Holme <i>PADI QA/Incident Rpt Mgr</i>	0061 29451 2300 ext. 202

## POLICE EMERGENCY 917

CRIME STOPPERS	919
TOURIST POLICE UNIT	331 1222
POLICE HEADQUARTERS	334 3777
Lautoka Police Station	666 0222
Nadi Police Station	670 0222
Sigatoka Police Station	650 0222
Pacific Harbour Police Post	345 0156
Navua Police Station	346 0222
Lami Police Station	336 1222
Suva Central Police Station	331 1222
Kadavu Police Station	368 1268
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Savusavu Office | Webster Bldg, Main St | T: +679 8853 007 | F: +679 8853 002

AGENTS FOR:



# FIJI Shores & Marinas



## FIJI PUBLIC HOLIDAYS

1st January	New Year's Day
10th April	Good Friday
11th April	Easter Saturday
13th April	Easter Monday
7th September	Constitution Day
10th October	Fiji Day
2nd November	Prophet Mohammed's Birthday
16th November	Diwali
25th December	Christmas Day
28th December	Boxing Day

**37<sup>th</sup> Fiji Regatta Week**  
11<sup>th</sup> - 16<sup>th</sup> of September 2020



Ecoconsciousfiji bags sold at Vuda Beach Market

### Plastic Bag Ban

Single-use plastic bags are banned as of 1st January 2020. This is our first step towards achieving a plastic-free environment in Fiji.

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**Sat 3rd October**  
at the Denarau Golf & Racquet Club on Denarau



**Sat 7th November**  
at the Uprising Resort in Pacific Harbour



# THE ROC MARKET

On Loftus Street, Suva every 3rd Sunday of the month. A place for artisans, producers of cultural products and locally hand made goods, food stores and entertainment.

**REMEMBER to carry small cash in Fiji currency to outdoor markets & events for hassle free transactions. Carry valuables in an over the shoulder bag and under your arm anywhere in Fiji.**

**VUDA BEACH MARKET** is held on the 2nd Saturday of the month. Support local vendors and craftspeople by purchasing unique handmade items. Fresh home grown fruit & veges, juices, jams and delicious baked goods are also available. Bring a hat and wear sunscreen.



**2020**

**FULL MOON**   **THIRD QUARTER**   **NEW MOON**   **FIRST QUARTER**

**MOON PHASES CALENDAR**

JAN	3:☾	11:☉	18:☀	25:☾	
FEB	2:☾	9:☉	16:☀	24:☾	
MAR	3:☾	10:☉	16:☀	24:☾	
APR	1:☾	8:☉	15:☀	23:☾	
MAY	1:☾	7:☉	15:☀	23:☾	30:☉
JUN	6:☉	13:☀	21:☀	28:☾	
JUL	5:☉	13:☀	21:☀	28:☾	
AUG	4:☉	12:☀	19:☀	26:☾	
SEP	2:☉	10:☀	17:☀	24:☾	
OCT	2:☉	10:☀	17:☀	24:☾	
NOV	1:☉	9:☀	15:☀	22:☾	30:☉
DEC	8:☾	15:☀	22:☾	30:☉	

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

**The 2020 Auckland Fiji Yacht Race** will set sail on Saturday 30th May 2020 with a fleet of offshore yachts and multihulls competing in the 1,100nm endurance event across the Pacific Ocean. For all the details visit [www.aucklandfiji.co.nz](http://www.aucklandfiji.co.nz)

*Giacomo sets a record finishing in 2 days, 22 hours, 53 minutes and 19 seconds.*

## REACH FOR FIJIAN MADE

While visiting Fiji, be sure to look out for the 'FIJIAN MADE' emblems on products that you intend to purchase. The 'FIJIAN MADE' certification logos give everyone the opportunity to easily recognize Fijian made products and services. When you buy a Fijian made product or service, you're helping to create jobs and promote growth in the country. Your purchase ensures that the money spent in Fiji stays in Fiji, reinvesting in the economy and the community.



# 37<sup>th</sup> Fiji Regatta Week

## 11<sup>th</sup> - 16<sup>th</sup> of September 2020

Sail in from a foreign port and become a Member of the Musket Cove Yacht Club. An iconic destination in the Mamanuca Island group known for it's laid back atmosphere safe moorings, berths and on shore facilities.



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our Friendly  
Shores &  
Marinas

SOUTH PACIFIC OCEAN



APPROXIMATE SCALE  
0 10 20 30 40 50  
KILOMETRES

- Customs, Immigration & Quarantine Clearance
- ENTRY PROHIBITED

17°S

17°S

18°S

18°S

19°S

19°S

177°E

178°E

179°E

180°E

179°W

177°E

178°E

179°E

180°E

179°W

NOT TO BE  
USED FOR  
NAVIGATIONAL  
PURPOSES

CORAL COAST

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BLIGH WATER

KORO SEA

LAKEBA PASSAGE

FIJI ISLANDS

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GROUP

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SHORES & MARINAS

# CRUISING THE FIJI GROUP

*with Captain Carol Dunlop*

There are so many reasons to cruise the idyllic waters of Fiji. It is one of the warmest, friendliest nations on earth and caters to cruisers looking for adventure, timeout experiences with locals and very remote cruising.

Fiji is a nation comprising 322 islands in 18,376 square kilometers of the Pacific Ocean. The islands range from being large and volcanic with high peaks and lush terrain to sand keys so small they peak out of the warm aqua water when the tide recedes, to rugged up thrust limestone cliffs.

There are five distinct cruising areas as described throughout this guide, which provide very diverse cruising locations to suit every traveler of the high seas. This is not always the case in some of the other South Pacific

island destinations where good anchorages can be sparse. In the outer islands, off the beaten tourist track, there are many deserted beaches, good anchorages, and opportunities to really experience local customs and the culture of Fiji.

Fiji is certainly worth making the decision to pass through the Panama Canal and into the South Pacific for something unique in all the island groups.

Now that superyachts can charter in Tahiti and now Fiji, and New Zealand, many ship owners and captains may be tempted to commit to a longer cruise in this magical region, which compared to the Mediterranean and the Caribbean, must be refreshingly unpopulated



“Cruising in Fiji waters is remote and stunningly beautiful, and over the past 44 years it has given me the opportunity to experience many once-in-a-lifetime moments.”

with unspoiled coastlines and often empty anchorages.

Provisioning and other supplies for superyachts are easily imported from New Zealand and Australia on a regular basis; however, it is worth noting that many Fiji suppliers especially near Nadi can meet such demands.

Fiji also has some very capable ship repair experts; Specializing in hydraulics; electronics; engineering; varnishing; canvas works and more. Also, IMEL operates a floating dry dock business in Fiji with lifting capacity of 3500 MT.

Cruising in Fiji waters is remote and stunningly beautiful, and over the past 44 years it has given me the opportunity to experience many once-in-a-lifetime moments. However, its isolation and untouched beauty also means that it is one of the

more navigationally exacting cruising areas in the South Pacific.

With the start of the Americas Cup challenge in Auckland March 2021 owners may not wish to miss the stunning cruising in this country. Its also a chance to catch up on boat maintenance; plan major refits, where the shipwright standards and local expertise is high. Out of the South Pacific tropical cyclone belt it's a great country to take time out before exploring more remote island groups beyond Fiji.

So, as the South Pacific has so much to offer the adventurous cruiser, we look forward to seeing you soon!

- Captain Carol Dunlop

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### *Cruising in the Fiji Group with Captain Carol Dunlop*

This series of articles is about cruising the 5 quite distinct and diverse areas of Fiji. Voyage and charter planning should be restricted to one area at a time, to avoid the cruise being interrupted by long sea passages as the ship re-positions. Yasawa & Mamanuca Islands | Kadavu & Beqa Lagoon | Lomaiviti Group comprising the Vatuiria Channel, Makogai, Namena, Wakaya, Ovalau, Gau and including the Northern side of Viti Levu | Taveuni, Vanua Levu and The Ringgold's | Northern and Southern Lau and Eastern Group of Islands.

## CRUISING THE YASAWA & MAMANUCA ISLANDS

White sand beaches & protected cruising



Wayalailai Beachfront. Photo: Jayson Chang



The Yasawa and Mamanuca islands are the closest cruising grounds to Fiji's International Airport in Nadi.

A departure from Port Denarau (which is only 20 minutes from the main international airport) will find you at Malolo Island, the southern-most in the Yasawa/Mamanuca chain of islands, in just a couple of hours.

The chain of islands and surrounding coral reefs are strung out over 80 nautical miles from Malolo Island to Yasawa-i-rara at the most northern tip of the Yasawas. Most of the traveling is inside the reef with short passages between many good anchorages and fine beaches.

The climate is reliably very sunny due to being located on the "dry" side of Fiji. You are likely to see a few cruising boats, but the area is still pristine with easy, safe diving and very good snorkeling.



16° 56' 28" South | 177° 22' 10" East

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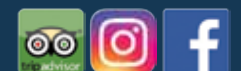
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Waya Sunset. Photo: Capt. Carol Dunlop

The diving is good for novice to moderately experienced divers. It's a great area for guests that do not feel comfortable in open waters.

There are a few small boutique resorts in the Mamanucas where you can hire jet skis, go parasailing, have a spa treatment and do the usual resort things.

Good anchorages can be found off Malololailai and Qalito Island close by.

Musket Cove really encourages yachts; there is a bar on the beach. It's a great place to visit; hire a mooring and do some socializing; Its close to Cloud 9 which is a bar and restaurant from which you can surf paddle board and windsurf.

Momi Bay is a good anchorage both to arrive at night on the leading lights, and from where to make an early departure.

At the southern most island of the Yasawas - Waya Island, you will find the lovely Octopus Resort. Cruise northwards up the island chain to see the many other small backpacker operations and several more luxurious resorts nestled on some of the islands.

Many of these resorts if properly approached can offer Spas and the use of some of the facilities but a polite call first is a must do.

About midway up the chain you will find the Blue Lagoon anchorage (so named as this was the location for the movie Blue Lagoon' in 1980) and the private Turtle Island Resort.

Nanuya Island Resort is right on the beach at Nanuya Lailai Island; close by and actively welcome cruising yachts.

They put on a lovo and meke on a Saturday night and welcome yachts if they made a booking. It is a lovely venue with perfect sunsets.

A lovo is the Fijian way of cooking food on hot rocks buried in the ground. A lovo meal will include fish, pork, whole chicken, and some dalo (taro), palusami and other root crops from the market. The resort staff weave coconut frond baskets to hold the food, which is then placed on the heated rocks, covered with banana leaves and more coconut fronds, and buried for a few hours. The food comes out tender, juicy and infused with the flavor of grated coconut.

We have also found the Blue Lagoon Beach Resort on the Southern end of Nacula Island very helpful in assisting some of our guests. The Resort is lovely and the location stunning.

Yaqona (Kava) drinking while being serenaded by harmonious Fijian singers provide a musical delight under the stars. A really great night out Fiji style! We would take our guitars and ukuleles. I guess this is the nearest thing to a nightclub - South Pacific Island style!

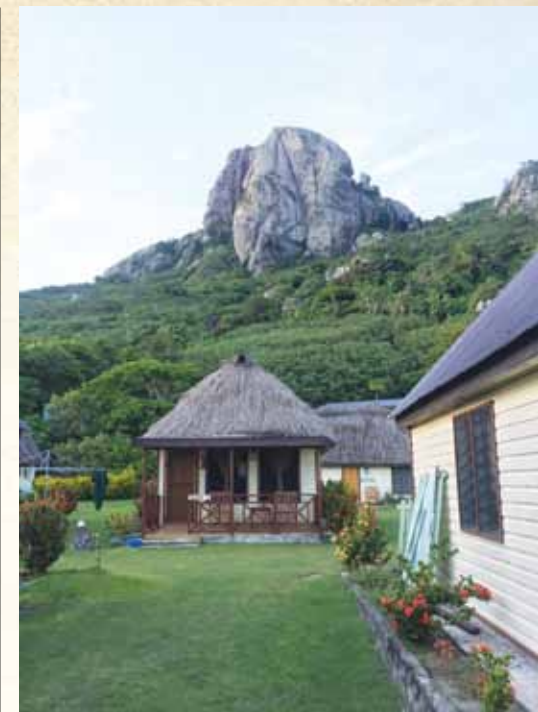
One can easily cruise for 7-10 days in the Yasawa/ Mamanuca area and find something of interest to suit everyone on board; beaching, hiking, kayaking, snorkeling, diving, fishing, cultural village visits and water sports. Most villages will

put on a meke (Fijian Dancing) and/or lovo for guests on very short notice.

The beaches are magnificent. Whiter and more dramatic the further north you go; Yasawa Island being the most spectacular with miles of white sand, nobody there except for a few villages and the very upmarket Yasawa Island Resort tucked away, almost invisible amongst the palms.

At the southern end of Yasawa Island are the famous Sawa-i-Lau Caves which are worth a visit. You can hire a guide from the village to show you the entrance into the underwater caves. Take torches, masks and snorkels! The lagoon at Sawa-i-Lau is just great for exploring with kayaks, and the snorkeling is very good near the caves. There is a fee charged which varies from week to week!

Many anchorages can be found both on the east and west side of the island chain. The best in bad weather being the Blue Lagoon anchorage at Matacawalevu; other anchorages are at Sawa-i-Lau caves, which has good holding; Wawa island in a strong southerly and North and South Naviti and Waya island both east and west depending on the wind direction. ■



Vatuvula Bures, Wayalailai. Photo: Jayson Chang



Yasawa Islands. Photo: Patricia Mallam

# THE CLIMATE OF FIJI



Comprising over 300 islands lying wholly within the tropical south-west Pacific ocean, Fiji enjoys a tropical maritime climate without great extremes of heat or cold. By virtue of its location close to the equator and within the Pacific, the El Nino – Southern Oscillation (ENSO) is the dominant influence on climate variability in Fiji.

- *Neville Koop* | **NADRAKI**

## WINDS

Trade winds are the predominant broad scale winds affecting Fiji and occur in all seasons with varying duration and intensity. The trade winds blow from the south-east towards the northwest, and as a result there is a strong windward – leeward component to the microclimate of Viti Levu and Vanua Levu, the two largest and most populated islands of Fiji. This in turn affects rainfall to a large extent and temperatures to a lesser extent.

On the coast of these two main islands, Viti Levu and Vanua Levu, day-time sea breezes blow with great regularity. The sea breeze strength is affected by the seasons; in summer when daylight hours exceed hours of darkness by 2 to 3 hours sea breezes are stronger than in winter when heating is reduced by fewer hours of daylight.

Winds over Fiji are generally light or moderate; strong winds are far less common and are most likely to occur in the period of Jun - Oct when the trade winds are most persistent. Tropical cyclones and depressions can cause winds of gale force or stronger from time to time, especially from November to April.

## TEMPERATURES

Temperatures at sea level near the coast around Fiji are fairly uniform. Due to the influence of the surrounding warm tropical ocean waters, changes in the temperature from day to day and season to season are relatively small. The average temperatures change only about 2 to 4°C between the coolest months (Jul & Aug) and the warmest months (Jan - Feb). In the lee of the mountains, however, the day-time temperatures often rise 1 to 2 °C above those on the windward sides or on the smaller islands. Also, the humidity on the lee side tends to be somewhat lower.

Around the coast, the average night-time temperatures can be as low as 18 °C and the average day-time temperatures can be as high as 32 °C. In the central parts of the main islands, average night-time temperatures can be as low as 12 °C. South-eastern coastal areas and the high interior often experience persistent cloudy weather, with humidity exceeding 75% during the day for long periods. Monthly average sea surface temperatures range from 26°C to 29 °C.

## SUNSHINE

Being located within the tropical latitudes sunshine variations on a seasonal basis are smaller than that of locations at higher latitudes. On June 22nd (Winter Solstice) there is typically eleven hours and two minutes of daylight (excluding twilight) while on the December 21st (Summer Solstice) there is 13 hours and 13 minutes of sunshine.

A geographic difference in sunshine distribution is evident between Suva - windward side of Viti Levu and Nadi - Leeward side of Viti Levu during winter (Jun - Aug). The prevalence of onshore trade winds results in significant periods of overcast along the windward coast of the larger islands, often (but not always) associated with showers or drizzle. While these two locations represent the two extremes of sunshine, most locations including all of the smaller outer islands receive sunshine amounts in the mid ranges.

## RAINFALL

Rainfall is highly variable and strongly influenced by the orography of the islands and the prevailing south-east trades. The trade winds are often saturated with moisture, causing any high land mass lying in their path to receive much of the precipitation. The mountains of Viti Levu and Vanua Levu create wet climatic zones on their windward sides and dry climatic zones on their leeward sides; hence, the main islands have pronounced dry and wet zones. Little climatic differentiation occurs on the smaller islands.

Fiji experiences a distinct wet season (Nov- Apr) and a dry season (May-Oct), controlled largely by the north and south movements of the South Pacific Convergence Zone, the main rainfall producing system for the region. Much of the Fiji's rain however falls in heavy, brief local showers and thunderstorms.

Rainfall is typically abundant during the wet season, especially over the larger islands, and it is often deficient during the rest of the year, particularly in the "dry zone" on the north-western sides of the main islands. Annual rainfall in the dry zones averages around 1500-2000mm, whereas in the wet zones, it ranges from 3000mm around the coast to 6000mm on the mountainous sites. The smaller

islands receive various amounts according to their location and size, ranging from around 1500mm to 3500mm.

The south-eastern parts of the main islands, generally receive monthly total rainfall of 150mm during the dry season, and 400mm during the wettest months. These parts of the islands have rain on about six out of ten days for the dry season, and about eight out of ten days for the wet season. The north-western parts of these islands are in the rain shadow and receive generally less than 100mm per month during the dry period.

The variation in the monthly totals between the two zones during the wet season is little.

The wettest month is usually March and the driest month is almost always July. During the wet season, brief heavy afternoon showers and thunderstorms are common in the lee of the main islands.

## TROPICAL CYCLONES

Fiji lies in the area occasionally traversed by tropical cyclones. They are mostly confined to the period Nov - Apr, with greatest frequency around Jan and Feb. On average, some ten to fifteen cyclones per decade affect some part of Fiji, and two to four will do severe damage.

Specific locations may not be directly affected for several years but the dominant north-west to south-east tracks gives some increased risk of damage in the outlying north-west island groups and the north and west coasts of the main islands. Seasonal variability of tropical cyclones also occurs based on the El Nino – Southern Oscillation cycle, with Fiji at higher risk of more and stronger cyclones during warm phase (El Nino years) of the ENSO cycle. ■



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# SURFINGFIJI

By Ian Thomson

If you love surfing, you will love Fiji! After a long period of restricted private use, the Government has released access to all breaks to everyone. We have many awesome waves to offer in addition to the world famous Cloudbreak, and if you are cruising around our magnificent waters; you should check them out! From beginner to advanced; here in Fiji, it's all about adventure culture and waves...

## Where to go if you have just sailed in...

If you have just arrived after journeying across the Pacific on a sailboat there are a few suggestions of places to head to where you will have a great anchorage and an abundance of surf close by. For yachties, the best place to head after clearing customs and reprovisioning on the main island of Viti Levu is Musket Cove at Malolo Lailai Island in the Mamanucas.

Right on the doorstep of some of the most famous surf breaks in the world. There are many

surf breaks in the surrounding area 20 to 30 minutes by tender from Musket Cove which will have your jaw dropping in wonder at the magnificence of so many high quality waves in such a short distance of each other. Lefts and Rights to suit all skill levels and still relatively uncrowded. There are numerous anchorages close to the breaks namely Namotu Island near Swimming Pools, Wilkes Passage, Tavarua Island near Restaurants and an overnight anchorage

inside Cloudbreak (If the conditions are calm). Just be aware of the fragile Corals in this area and try to anchor in the numerous sandy areas available.

From this area in calm conditions an overnight sail to Beqa or Yanuca island to experience the wonder of the classic left at Frigates Passage. The anchoring outside Frigates is very marginal so best to arrange a local boat to take you from your anchorage on the North Side of Yanuca to Frigates Passage.

The next waves are either in Kadavu or Lau and a lot of preparation and good knowledge of the charts of these areas is highly necessary. (NB If using Chart plotters especially in Lau and Kadavu be very cautious to use your eyes rather than plotter as plotters can be very inaccurate in these areas. Saying this - it goes for all of Fijian waters even around Musket Cove, Mamanucas and Yasawas to not rely on the accuracy of your chart plotters. As well many reefs are not charted. There are plenty of anchorages in both

Kadavu and Lau close to the surf breaks but you will still need to use your tender to get to the breaks from your sail boat. An alternative route is to enter into Savusavu then to Lau, Kadavu, Frigates then back to Musket Cove as you will be running with the trades instead of beating into them (any time you do this trip either way you are far better in lightish winds for the sake of comfort of navigation as it can be very demanding at times. 20 years ago there were very few sail boats coming to Fiji with surfers on board. Now it seems there are many more - so while you are at Musket Cove best to chat with them at the Island Bar as they will surely help you out with directions and dos and don'ts. A very important thing to remember is that Fijian Surfing is still very friendly and localism does not exist so good attitude in the water at all times is what will keep this unique surfing experience extremely rewarding for you and future travellers who embark on these shores.

*Late drop at Cloudbreak.*

*Photo: Stuart Johnson*





Surfing Cloudbreak near Musket Cove

only accessible by boat which tends to make the whole surf mission to Fiji more expensive than a lot of other tropical destinations. There are a few budget surf resorts that have reasonably inexpensive surf trips with food and accommodation packages taking you out to the main surf break area near Nadi.

Namely Rendezvous which is a dedicated surf resort that has morning and afternoon trips or they can organise a one off charter for you if you need. There is also Funky Fish on Malolo Island as well as the main resorts Musket Cove and Plantation Island on Malolo Lailai which organise surf trips out to the breaks if you wish to go out and get wet.

Kadavu has plenty of surf and the main resort for surf there is Matava Eco Resort. Here you will discover true Fiji in its raw as there is very little tourism on Kadavu

Travelling further afield from the main island of Viti Levu is an adventure in to unexplored territory but is logistically difficult. Finding boats or other transport to get around these places is generally difficult and unreliable. You will definitely need time and patience to get barrelled in the outer islands of Southern and Northern Lau but if you have both a great appetite for adventure and an indulgence to discover real traditional Fijian Culture it is a great and memorable adventure well worth doing.

#### WAVES FOR BEGINNERS

There is plenty of surf for beginners and several great coaches around the Nadi area namely Inia Nakalevu and Godfrey Eaton. These coaches can be found on facebook. As well most surf dedicated resorts will have a surf coach for beginners .

**Natadola Inside Left** is an inner reef left in Natadola Bay (just outside Nadi), that only breaks when there is a large SW groundswell around. It is great for beginners and the wave is only fifty yards from the beach. You need a large SW swell at high tide with offshore winds to create the perfect 1-4ft beach break.

**Swimming Pools** on the SE side of Namotu Island while is one of the most fun waves in Fiji. A right-hander that has a wide-open face and steep wall make the perfect playground.

NW-W winds at mid-high tide works best for this beginner friendly spot on smaller days. It can even tube when the SW swell gets bigger. Best to stay at Rendezvous for this location and hire Inia Nakalevu to coach you from here he has his own boat and will charter especially for you .

#### MAMANUCAS & YASAWAS

**Mana Island** has a left-hander on its North west tip that is great fun on its day and good for long boarding. Best on mid-tide and requires large swell to get through Mana passage with winds from S to SE offshore.

**Monu Island** has a left on its Northern side that can be fun at mid tide and breaks very shallow. Wind from the South is offshore.

**Waya Island** has a great left on its Northern side near Octopus Resort and barreling waves right in front of the resort that are also fun. Requires offshore from the East and South.

**Tavewa** near Blue Lagoon Beach Resort has a fun right-hander. Best swells are from the North but it also works in large SW's. Ideal for intermediate to advanced, and breaks perfectly on its day.

**Cloudbreak** is rated one of the top ten waves in the world! Cloudbreak is a 'must surf' wave on most surfers bucket list. Depending on swell direction and power, it can be a long wall with tubing sections, or a very long and critical barrel. Surfable up to 20ft while also fun at 2ft.

#### "Bera na liva" (literally, lightning is slow)

Very fast, faster than lightning. Note the Fijian way of expressing a comparative, by saying "lightning is slow" rather than "faster than lightning".

*Fijian Proverb translated by Dr. Paul A Geraghty*

A S-SW swell (the more West in the swell the more critical the wave) with a NE-SE wind make this great at any tide. Can be deceptively heavy, and over 6ft is for the experienced only!

**Restaurants** is also rated one of the top ten waves in the world. It doesn't break a lot, only in a large SW ground swell, but when it does, it is perfection in motion.

**Namotu Left** is sometimes referred to as the best longboard wave in Fiji, but it can also pack a punch for the shortboard guys too. Great for all levels when 3ft and under, but when it reaches 8ft and above, it is one of the best big wave spots in Fiji for intermediate surfers and above. It is a quality long set-up and is a little protected from the SE trades. S-SW swell and E-NE winds (avoiding gnarly currents at low tide).

**Tavarua Rights** is a rarely surfed right-hander on the back of Tavarua Island. It needs a considerable SW swell and Northerly winds, which is a tough combination to find in Fiji. When the conditions align with a high tide however, it is a very quality set-up for intermediates and above.



Surfing Namotu Left





Surfing Sigatoka Sand Dunes. Photo: National Trust of Fiji.

**Wilkes** is a long right-hander on the opposite side of Wilkes Passage from Namotu Island. World class on its day, which is S-SW swell with NE-NW winds. At 1-3 ft Wilkes is very accommodating, over 3 ft, it is recommended for intermediate surfers and above.

**Desperations** is big hump in the barrier reef just North of Wilkes Passage. It is not a classic reef pass set-up, but has a unique shape that funnels the incoming swells into fun peaks. SW-SE swell and NE-NW wind make a good wave for intermediate surfers and above.

**Mini Cloudbreak** doesn't quite live up to the quality of its namesake, but if there is a trade wind blowing and you want to surf somewhere fun, without a crowd, this is a good option. It is a long stretch of reef in the Navula Passage near Momi Bay, but it tends to section a bit. It's definitely worth a look if the SW swell and NE-ESE wind conditions are right.

**SIGATOKA**  
**Sigatoka Beach Break**

**The Sigatoka Sand Dunes** stretch West for seven kilometers from the mouth of the Sigatoka River. There are waves along the entire stretch of beach, however they depend on the banks at the time. The bank at the river mouth is much more consistent and better protected from the SE trade winds. While generally a long barreling left-hander, there are often some short punchy rights available that break back in to the river channel. **Avoid after heavy rain and if the water is murky as Bull sharks do tend to hang out around the river mouth.** WSW to SE swells will pick up with a NW-NE wind.

**CORAL COAST**

The Coral Coast is the area between Natadola and Pacific Harbour where there is a long reef flat leading from the shore out to a break along the reef crest. Waves here are usually accessible from the beach and take their name from the resorts they are in front of.

**Hideaway** is a great little reef pass in front of the Hideaway Resort. A 10-minute paddle from the beach gets you set for some super fun right-hand tubes which are fairly accessible to all up to 3 ft. When the swell gets to 4ft and above, it churns out some pretty intimidating barrels and usually inflicts a few grazes to the unlucky. Best conditions are SW -SE swell with N-NW winds.

**Naviti** is similar to parts of the North Shore of Hawaii when it's working i.e. fast, barreling peaks that end in close outs in the shallow water. Expect a 20+ min paddle out from the beach.

**Beachouse** is similar to Hideaway in that it is a short and punchy right-hand tube. SW-S swell and NE-NW winds at mid to high tide make this a great wave for intermediate level and above.

**YANUCA**

**Frigates Pass** is an exposed wave that picks up every ounce of energy from the southern ocean. A world-class wave to rival Cloudbreak, and one of the longest in Fiji. The wave breaks for over 100m when it is lining up properly with a W-SSW swell and NE - E wind. Intermediate and above when it is small to medium size. 6ft and over is experienced only.

**KADAVU**

The best time to surf in Kadavu is between December and May when the winds are light and generally out of the North. Remember before surfing around Kadavu, the traditional sevusevu should be performed. This is a show of respect and although the new 'Surfing Decree' opened waves to the public for surfing without having to present a sevusevu, it is extremely advisable, as this is a very traditional island.

The main resort that caters for surfing on Kadavu is Matava Eco Resort. The owner Mark Obrien is a keen surfer and loves to take guests to show his secret surf locations

**King Kong Left** is a heavy left-hander that comes straight from the deep to meet one of the most Southerly points of Fiji. Situated off the island of Kadavu, this will pick up any scrap of swell around from SE-SW. NE-E winds are best but it can also handle the SE trades if not too strong. Low tide can get pretty gnarly. Intermediate level when small, 4ft and over for advanced only.

**Typhoon Alley** is a high quality, barreling right-hander. Mid to high-tide with offshore winds



Surfing Vesi Passage Kadavu

anything from NW to SW and swell from S to SE. Can get very rippy at times. Surfable from 2-10ft.

**Vesi Passage** is a very powerful, shallow breaking left-hand barrel. Not for the faint hearted as this is an extremely heavy, >4ft wave (take a good supply of spare boards as breakage is common!). Swell is best out of the S to SE with NW wind at mid to high tide. On its day it is mechanical perfect barrel.

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Surfing at the Beachouse on the Coral Coast

**Nacomoto Passage** is a very fast peeling, right-hander in SW swells; perfect when the winds are out of the west. Only works at mid to high-tide, and best around 6ft.

**SoSo Passage** is a wedging takeoff and long wall that starts barreling when over 4ft, surfable from 2-12ft. Swell is best clean, and from the South with offshore anything from E to W.

**SUVA**

**Suva Lighthouse** is a rare but great right-hander that breaks in the entrance to the Suva Harbour. SW or SE swell with N-NW winds at mid to high-tide. Doesn't handle too much size, but if you get it on, it's a great wave for intermediate and above. A good section for learners and beginners is on the inside of the reef.

**KIA ISLAND (Northern Vanua Levu)**

**Twin Pass**

**Kini's Left** provides a high performance left-hand tube ride. Bowly and can get heavy with a decent NW-N swell with SW-SE winds.

**Kia's Right** on the opposite side of Twin Pass from Kini's



Left, is a long walling right-hander with a mellow takeoff and some good backdoor tube sections in a NW-N swell with SW-E wind. Rippable walls for advanced-beginner level and up.

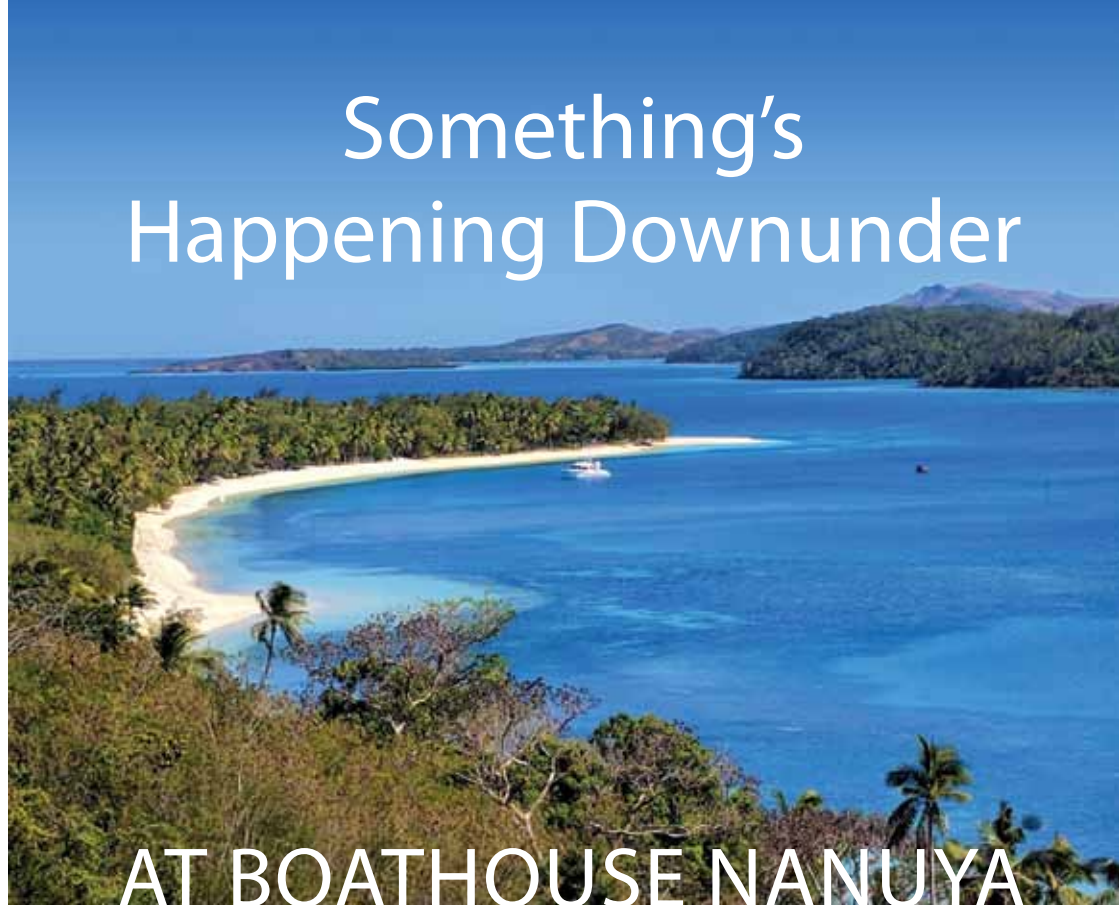
**LAU ISLANDS**

There are many deserted waves throughout the Lau Group but as most are dangerous and hospitals are far away, it is advisable not to surf this area without having a very high skill level in addition to a well-equipped medical kit. If you get it on, it's because you deserve to, as it is not an easy destination. Islands of recognition for surfing in Lau are Moala, Matuku, Totoya, Lakeba, and Vanua Balavu. There are other islands with waves in this area but you will need a decent boat, plenty of supplies and a lot of patience. The waves here are often offshore in

the trade winds so all you need is a good S to SW swell. ■

*Ian Thomson, owner of Island Surf Fiji, has combed the islands of Fiji for the best surf spots. He spent 12 years chartering yachts with Safari Charters, with top international surfers onboard looking to discover new breaks to master.*

The Fiji Surfing Association (FSA) is the sole national governing body in all matters relating to surfing and access to surfing beaches for the public of Fiji. It is the mission of the FSA to bring the sport of surfing to the people of Fiji by encouraging and enabling mass participation with emphasis on youth and children. For more info visit: [www.surfingfiji.com.fj](http://www.surfingfiji.com.fj)



# Something's Happening Downunder

## AT BOATHOUSE NANUYA

16° 56' 23.32" South | 177° 22' 13.77" East

As boat havens go, there's none better than Boathouse Nanuya but now there's even more reason to call the area 'home' while visiting the area. Located in the protective waters of the Blue Lagoon, on the island of Nanuya Lailai in the spectacular Yasawa Islands, Boathouse Nanuya is your port in a storm.

Aside from the opportunity to restock at the Convenience Store, enjoy a fabulous meal at the Nanuya Island Resort

Restaurant or even get off the boat for a night and enjoy air conditioned comfort, private facilities and soft beds at the Boathouse Nanuya accommodation – there's something new!

There are more than 10,000 square kms of coral reef around Fiji's coastal waters, including of course, the Yasawa Islands. These reefs are the associated marine life are the foundation of the Fijian peoples' health and welfare. Healthy reefs

and mangroves provide nutritious food all year long, and for the past 3,000 years Fijian people have fished for their subsistence livelihood, with fish and shellfish still providing much of the protein in a community's diet.

Over the years, due to population increases, warming ocean water temperatures both reef quality and fishing resources have decreased. Overfishing has become a significant problem, with fewer, and smaller, fish being caught. Many Fijian

Above: The Blue Lagoon now known as Nanuya Marine Reserve.



Blue Lagoon Point



Nanuya Marine Reserve

villagers have formed small marine protected areas (traditionally called “*Tabu*” areas) where fish and shellfish can breed for their long-term sustainability. Partnerships have also been created between Tourism operators, Government Departments and their local communities, known as “Marine Conservation Agreements”.

These Marine Conservation Agreements provide benefits to everyone. Tourism operators who support these initiatives derive benefits of better snorkelling and diving opportunities for their guests, while also strengthening their relationships with the village communities.

On August 1st 2019, in line with these progressive movements, the calm, tranquil waters that lie immediately off the property have now been declared a Marine Reserve – the Blue Lagoon, famous in film and local culture is now known as the Nanuya Marine Reserve.

While relaxing around the property, you will now be able to experience and see first hand the efforts of both local marine staff as well as representatives from overseas study groups, organisations as well as volunteers from all over the world. Take the time to participate in a snorkel excursion and see the work as it is actually occurring – the

coral replanting as well as the formation of giant clam farms – all enhancing and enriching the coral reefs in the area.

Vinaka Fiji, an active group. Focused on protecting and creating awareness of the Yasawa Islands rich heritage, are a major partner with us in protecting and promoting the Marine Reserve.

Don't be surprised to hear American, Danish and accents from various parts of the globe. Boathouse Nanuya is now the meeting point, the gathering place for not just yacht, motor craft but also youth and study groups, keen to experience the Yasawa way of life.

Interaction with these young people, will also give our ‘water’ visitors to the area, an opportunity to interact with them as well as the local staff dedicated to preserving some of the pristine elements that

make up the Yasawa Islands lifestyle. There's now even more reason to make Boathouse Nanuya your preferred ‘resting point’ as you sail or motor our waters. Whether you stay for an hour

or an overnight ‘refresher’ rest assured there's so much to offer when you call Boathouse Nanuya ‘home’. We look forward to welcoming you – and don't forget your snorkel! ■

For more information: [www.boathousenanuya.com.fj](http://www.boathousenanuya.com.fj) or [boathouserervations@nanuyafiji.com](mailto:boathouserervations@nanuyafiji.com)  
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# Vuda Marina Fiji

17° 41' 04" South | 177° 23' 02" East

## Services & Facilities at a Glance



- |  |   |   |   |   |  |  |  |   |
|--|---|---|---|---|--|--|--|---|
| <br>Accommodation   | <br>ATM            | <br>Bar                | <br>Beach          | <br>Berths           | <br>Boutique          | <br>Bus Route           | <br>Car Rentals           | <br>Chandlery  |
| <br>Coffee Shop     | <br>Drinking Water | <br>Electricity Supply | <br>Fuel Station   | <br>Grocery Supplies | <br>Resorts Next Door | <br>Internet Services   | <br>Laundry Facilities    | <br>Playground |
| <br>Postal Services | <br>Pool Access    | <br>Restaurant         | <br>Security 24/7  | <br>Scooter Hire     | <br>Showers           | <br>Standup Paddle Hire | <br>Superyacht Services   | <br>Taxi Hire  |
| <br>Toilets         | <br>Travel Lift    | <br>Waste Container    | <br>Water Blasting | <br>Water Supply     | <br>Yacht Club        | <br>Yacht Cradles       | <br>Yacht Repair Workshop |   |

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E: [info@vudamarina.com.fj](mailto:info@vudamarina.com.fj)

[www.vudamarina.com.fj](http://www.vudamarina.com.fj)



**A**long the historical beach where our intrepid Ancestors first discovered land, having sailed in canoes from lands far, far away some 3,500 years ago you will find Vuda Marina Fiji.

This unique commercial marina complex, designed specifically as a cyclone and severe weather shelter, is located only 20 minutes from Nadi International Airport and just 15 minutes from Fiji's second largest city, Lautoka. It operates as a hub for yachtsmen



and yachtswomen offering a convenient base for those wishing to explore the beautiful chain of the Mamanuca and Yasawa islands situated just offshore and within view.

## Facts & Figures

Accessible through a 25 metre wide reef channel, the marina entrance is marked with beacons and green leading lights and is easily arrived at by approaching the highly visible white 'Total' storage tanks from the southwest. Vuda Marina Fiji is a berth and repair marina equipped with the largest travelift in Fiji (63-ton WISE). It is also the only marina in Fiji capable of lifting catamarans up to 20-ton with its newly acquired catamaran lifting trailer. The marina has inwater berthing for 78 vessels, hardstand working area for 30 vessels and 45 cyclone pits for potentially 153 yachts at any one time. The 'cyclone pits' are ideal for monohulls that choose to sit out the cyclone season with their keels lowered into pits. Catamarans can also be hauled out and tied down on the hardstand for longterm storage. Special berthing rates are offered for yachts that stay for longer periods. The marina has a minimum depth of 2.5m in the channel at zero low tide and a minimum depth of 3m within the basin. There are a select few 'deep water' berths that can accommodate vessels with a draft over 3m.



## Safety

Due to its unique inland basin, Vuda Marina Fiji is protected and well secured with very limited wave action - even in cyclones. The Marina also has a surge boom that can be placed across the channel entrance to impede any kind of rough seas from entering. While nowhere can be guaranteed as being 'hurricane proof', this marina is the safest place to be. The marina is manned 24 hours a day and is equipped with CCTV coverage for added security.





## Services

Here you'll find a one stop yacht chandlery for all your boating needs, from stainless steel rigging, yacht paints, repair materials, hardware items, sail repair kits and all-weather clothing. The Marina has a register of over 20 professional yacht and marine repair & maintenance companies for all your repair works. Onsite the various contractors can perform virtually all yacht repair works needed including spray painting, engine repairs, stainless steel fabrication, welding, electrical, mechanical, carpentry, sail making, upholstery, bimini & dodger repairs. Discussing required works directly with contractors is a convenient option here within the contractor village. Storage Facilities provide 1m3 & 2m3 Storage Lockers for long & short term rental.

## Clearance Facilities

Arriving yachts can conveniently clear into Fiji waters using the Marinas floating dock where government officials will be waiting to greet the captain and crew and proceed with formalities. Inward & outward clearances are processed at a fee of \$75. Captain and crew can then immediately start to enjoy their stay in Fiji by using the marina's facilities, restaurant, café, bar, yacht chandlery, general store, ATM, laundry and fuel station.

Operation hours of the Vuda Marina Boarding Station are: **Monday to Friday - 9am to 4pm**

*Please note, 48 hour advance notice is required for use of these facilities. Vessels arriving on weekends or public holidays must clear in Lautoka*

## Provisioning

The Marina has a communal garden and various fruiting trees for guests of the marina to enjoy free of charge. They ask you to tend to the garden as payment for the fruits and only take what you need. The General Store has a variety of foods, drinks, toiletries and various miscellaneous items for your convenience. For anything else, Lautoka City is 15 minutes away in one direction and Nadi town, 30 minutes in the other. You will find supermarkets, hardware stores and fresh produce galore in either.

## Visitor Attractions

**The Boatshed Restaurant & Bar** offer al-fresco dining options. A fantastic and frequently revamped a la carte menu is available in both the Boatshed

Restaurant & Sunset Bar with locally inspired nightly specials to whet the appetite. There is also a kids menu and play area. Regular activities are hosted at the bar in the evenings.

**The Boatshed Restaurant** is a recipient of the Fiji Excellence in Tourism award for best restaurant in Fiji and is a regular recipient of the Tripadvisor Certificate of Excellence for consistently positive reviews.

**The Boatyard Café** is located in the main marina office complex and is open from 7am to 4pm daily. The menu includes great coffees, healthy smoothies, tasty breakfasts, an assortment of pastries items and a range of lunch options.

There is always something exciting happening at Vuda Marina.



**Tuesday** – Half priced Pizza Night from 5.30pm

**Wednesday** – Outdoor Cinema from 7pm and Cook-Your-Own BBQ from 6pm.

**Thursday** – Happy Hour from 5.30pm to 6.30pm (Bottle of Fiji Bitter or Gold Beer – \$2.50 and glass of wine \$3)

**Friday** – Live 2-piece Band from 6pm

**Popular open-air big screen movies** showing on the front lawn - weather permitting. A wide selection of movies are shown – check the notice board for what's showing if you want to catch up on your Hollywood action! **Mon, Wed & Sat @ 7pm.**

**Sunday** – Live 5 piece band from 2pm until 7pm and our special seafood platter is available. Our most popular day by far.

**Cultural & Traditional** lessons such as basket weaving, say it in Fijian and kava ceremonies are available through-out the week.

**Vuda Sailing Club** - Kids Optimist sailing classes are held throughout the year. Dates are posted on the Facebook page - Vuda Sailing Club, or parents may contact the marina.

## Accommodation

Vuda Marina Fiji has a variety of accommodation options for those wishing to spend a few nights on dry land. Rates are reasonable and you are only a stones throw away from your beloved yacht.

Options: • 1 x cabin, bedroom with QS Bed, TV, AC, vanity, shared toilet & shower facility next door • 4 x cottages with QS bed, bathroom, AC, TV & fold-out sofa bed with minibar • 1 x apartment adjacent to



floating dock with separate bedroom, bathroom, kitchen & lounge , TV & AC.

Vuda Marina also has a new laundry and offers free wifi each day to all guests.

## Getting Around

The Vuda Marina Taxi's operate a stand daily and are on call nightly. A 15 minute ride in to Lautoka should cost you in the region of \$15, and 30 minutes in the other direction and you will arrive in Nadi Town for around \$30. Local Buses can be caught from the Vuda Marina Police Post. They are a great way to travel, cheap and fun and a great way to get a taste of the real Fijian, urban way of life.

**Lautoka City Bus Timetable:** Bus departs: Mon - Sat: 07h30 | 11h15 | 13h15 | 15h15 | 17h15

**Nadi Town Bus Timetable:** Bus departs at regular 15 minute intervals from the Vuda Junction.

*See page 64 for what to see and do in Nadi??*

# Rum Co. of Fiji

SINCE 1980



Handcrafted from the finest local ingredients, the Rum Co. of Fiji deliver a range of deliciously smooth, distinctive tasting rums. Our world class, award winning rums are proudly distilled in Lautoka, Fiji.

# Dreams, Awards & Rum in Fiji

By Demayble Pasoni

From the outside, the Rum Co. of Fiji Distillery is just another rustic, early-20th-century building along the outer edge of Lautoka.

At a glance the inside appears similarly old fashioned: filled with heavy oak barrels, forklifts, rum still pots and friendly staff. However, it is far from that.

I follow the yellow lined pathway to the storage area. It's dark; my eyes adjust slowly. I've stumbled into a warehouse filled to the brim and towering with wooden oak barrels. This was how I was first introduced to the distillery and the man behind the rums, master distiller and blender, Liam Costello.

Liam walks to a room on the other side of this vast storage area. He pulls out a bottle and pours me a glass. "That's our new flavoured spirit," he says. His enthusiasm at showcasing the range of spirits he's been working on with the team is understandable as he frequently refers to them as his 'babies'.

I sip the spirit as I try to figure out how this small quaint distillery has managed to do all of this. Our rums and vodkas have won medals in international spirits competitions, and deservedly so. It's good and evidently, I'm not the only one that thinks so. The accolades span the globe and consistently collects these awards annual.

A big part of Liam's work at the distillery eventuated from his early beginnings. "I started in the industry at the Regatta Hotel as a GPU (Glass Picker Upper) when I left school. However, my first encounter with rum was 41 years ago when I was the youngest rum distiller at the first and oldest

rum distillery in Australia on the shores of the Albert River near Beenleigh. The owner then was a man named Ray Moran and he taught me all about rums and working life," Costello said.

Costello worked in various roles, ventures, industries and companies which lead him to Fiji where he started working as a distiller at Fosters Group Pacific.

A few years on and after the numerous spirit tasting sessions hosted by Mr Costello, I've come to understand and appreciate the processes of making rum but obviously not as well as he does.

"I love what I do and never get tired of it. From the start where molasses are fermented to creating a base wash and to the different types of distillation depending on the flavour profile we are looking for. Then finally putting our rums into used bourbon barrels to mature," he says.

Each time he speaks of his 'babies' his enthusiasm increases and his vast knowledge on all things rum is showcased. ■

International award-winning Rum Co. of Fiji has been recognised at the prestigious Rum & Cachaça Masters Awards, Asia 2019, for its premium rums and liqueurs - winning seven gold and silver awards.

Ratu Dark 5 Year Old Rum	Gold Medal
Ratu Signature 5 Year Old Liqueur	Gold Medal
Ratu White 10 Year Old Rum	Silver Medal
Ratu Spiced 5 Year Old Rum	Silver Medal
Bati White 2 Year Old Rum	Silver Medal
Bati Spiced 2 Year Old Rum	Silver Medal
Bati Dark 2 Year Old Rum	Silver Medal

RUM Co. of Fiji is owned by Fiji's leading beverages manufacturer Paradise Beverages, which is part of the Amatil Group. For more information on RUM Co. of Fiji and the Ratu and Bati ranges, go to [www.rumcooffiji.com](http://www.rumcooffiji.com).



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*Aged for 2 years*

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**RATU  
DARK RUM**  
*Aged for 5 years*

Savoury, smoked oak aromas give way to the rich sweetness of licorice and lingering smoky oak.



**RATU SIGNATURE  
RUM LIQUEUR**  
*Aged for 8 years*

Aromas of zesty orange and dark chocolate with a velvet mouth feel of coconut, chocolate and spiced oak followed by a lingering fresh citrus flavour.



*Spiced & Stormy*

**Glass:** Highball glass  
**Method:** Build on ice  
30mL BATI Spiced Rum  
Top with ginger ale and garnish with a wedge of lime

*Banana Rama*

**GLASS:** Rocks glass  
**METHOD:** Shake & top up  
45mL BATI Banana Rum Liqueur  
30mL orange juice  
15mL kumquat juice  
Top up with ginger ale and garnish with kumquat halves

*Fijian Old Fashioned*

**Glass:** Old Fashioned glass  
**Method:** Shake & strain  
45mL Ratu Dark Rum  
Dash of sugar syrup  
2 dashes of bitters  
Garnish with a twist of orange

*Coconut Old Fashioned*

**Glass:** Old Fashion glass  
**Method:** Build  
45mL Ratu Signature Rum Liqueur  
15mL Bati Coconut Rum Liqueur  
3 dashes of bitter  
Garnish with muddled cherries & orange wedge



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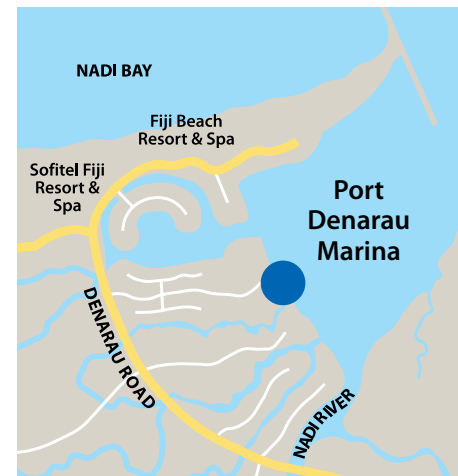
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# Port Denarau Marina

17° 46' 18" South | 177° 22' 56" East



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www.denaraumarina.com  
VHF 14



### Services & Facilities at a Glance

Accommodation	ATM	Bank	Bars	Beach	Berths	Bike Hire	Boatyard Repairs	Boutiques
Bus Route	Car Rentals	Chandlery	Coffee Shops	Customs Clearance	Diving	Drinking Water	Duty Free	Electricity Supply
Foreign Exchange	Fuel Station	Golf Course	Supermarket & Bakery	Hair Salon	Hotels	Internet Services	Laundry Facilities	Medical/Physio Services
Pharmacy	Picnic Area	Postal Services	Restaurants	Security 24/7	Scooter Hire	Showers	Spas	Superyacht Services
Taxi Hire	Toilets	Travel Lift	Waste Container	Water Blasting	Water Supply	Wheelchair Access	Yacht Club	Yacht Cradles

Port Denarau Marina is an award winning International Marina through Marina Industries of Australia for 4 consecutive years and has also won numerous awards in Community Support and Innovation by a marina. The marina was awarded MIA Clean Marina & Fish Friendly Accreditation 2017 – 2020 and is actively focused on raising national awareness and education on marine conservation through their various programs at community levels.

The marina is well positioned to provide a stopover for rest, recreation and provisioning during your cruising of the Fijian Islands.

Situated on the western coast, it's a short 20-minute taxi ride from Nadi International Airport, and only an hour to Lautoka city, which is a main port of entry.

Port Denarau Marina is state of the art and is situated adjacent to the largest retail/restaurant complex in the Nadi area.





## Safety

The marina is fairly well protected but is not a cyclone haven and must be evacuated in the event of a cyclone.

## The Boat Yard

Port Denarau Marina is a haul out facility providing the latest equipment that offers comprehensive marina services that includes a 50 tonne travelift, forklift services, a hardstand area, marine workshops, short and long term boat storage, and dry stack facilities. You will also find the following services based on-site within the marina complex: Engineering/ Welding Workshop, Hydraulic Workshop, Outboard / Jet Ski Repairs, Aluminum Fabricators & Boat Builder, Stainless Steel Fabrication, Repairs & Maintenance, Sail & Canvas Maker, Yacht Agents, Marine Chandleries, Painting & Antifouling, Dive Tank Refills, Gas Bottle Refills.



## Facts & Figures

Accessed through a well-marked channel that is 5 metres deep at zero tide. The marina contains 57 fully serviced berths for visiting yachts including 1 x 85m, 2 x 75m, 3 x 65m, 3 x 50m, 7 x 35m, 4 x 30m and 37 x 14-20m berths and 5m draft at low tide.

For our visiting guests we have full bathroom and laundry facilities with 24 hour security card access. The marina is covered by a 10mb WiFi internet connection and has full power, water and fuelling facilities. Diesel is reticulated to all superyacht berths for easy high speed transfers.

Additionally there are 16 moorings within the marina basin. No anchoring is allowed within Port Denarau Marina limits but a good anchorage is available just to the east of the marina entrance markers.

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### Denarau Yacht Club

Ideally located in the marina, 'The Rhum-Ba', the Yacht Club incorporates a rum bar and modern dining on the ground level with a function and

events facility upstairs. With a light and modern interior The Rhum-Ba offers expansive views to the north and east across the Port Denarau Marina and Jetty C. The facilities also provide opportunities to host more international yachting and game fishing events.

### Provisioning

Within the retail centre you will find a well stocked supermarket, bottle store, bank, money exchange, doctor's clinic, pharmacy, spas, clothing and souvenir shops as well as a wide range of bars and restaurants.




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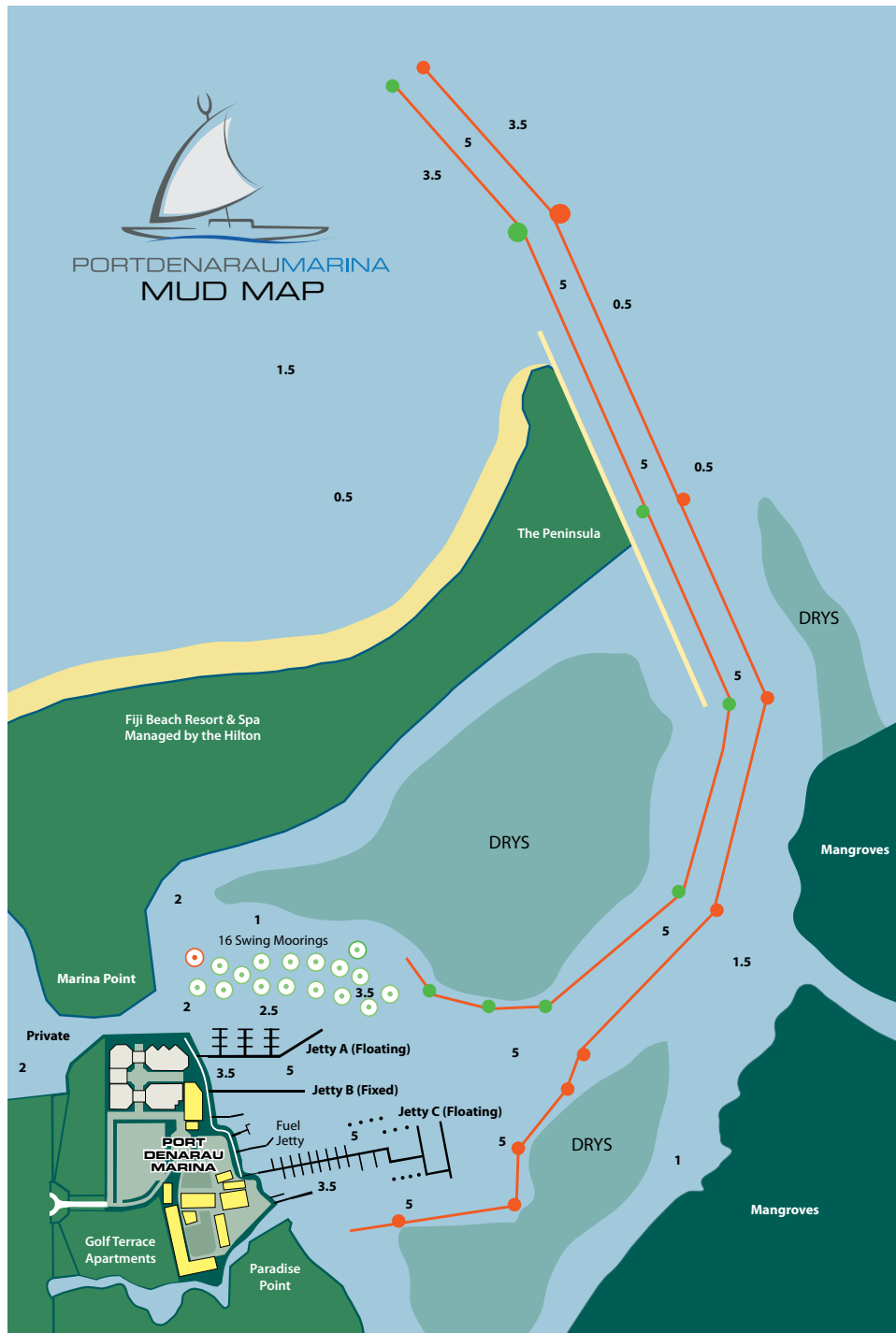
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 nigeldouglas



## Attractions

Situated at the main marina complex you will find an array of companies offering trips to the islands and activities such as game fishing, Scuba diving, jet boat rides, hiking trips, camping trips, dinner cruises, parasailing, sky diving, banana rides, water skiing, wakeboarding, helicopter rides, island tours and much more...this place is geared for tourism.

The Marina is walking distance to several international hotels that offer a host of recreational pursuits including an international 18-hole golf course, hard and turf surfaced tennis courts, the Denarau Mini Golf & Driving Range offering bungee trampolines, ten pin bowling, batting cage and mini golf. The Big Bula Water Park is great if you have kids – or are a big kid yourself! Spas are dotted around the island where you can be given a new lease of life if you are feeling a little weather beaten.



Hilton's Deli in-house bakery and pastry kitchen, has become famous across Fiji for mixing, rolling and baking all your favourites to be enjoyed while sailing our beautiful waters.

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Hilton Fiji Beach Resort & Spa



Sheraton Fiji Resort

## Accommodation

The Marina complex is part of Denarau Island which is home to a suite of international brand named hotels if you feel like spoiling yourself or have friends / relatives flying in to meet you. All the top names are there; Worldmark (Wyndham) Resort Denarau, Radisson Blu Fiji Resort, Sheraton Fiji Resort, Sheraton Denarau Villas, The Westin Fiji Resort & Spa, Sofitel Fiji Resort & Spa, The Terraces, The Palms and Hilton Fiji Beach Resort & Spa.

Left: Sheraton Denarau Villas



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## Getting Around

The marina offers an extensive range of ferry, water taxi and cruise operators catering to day trips and Island Resort transfers.

Explore Denarau Island and get your bearings by taking a ride on a unique and open 'Bula Bus'. Operating on a continuous loop departing every 15 mins from 7.30am – 11.30pm, 7 days a week!

\$10 for adults and \$2 for children under 10 per day for unlimited travel. Nadi Town (larger) and Namaka (slightly closer) are only a short bus or taxi ride away. Denarau Taxi's are safe, honest and reliable.

West Bus Transport services Denarau Island and drops passengers at Nadi bus station 7 days a week. From the bus station in downtown Nadi, you can jump on a bus to Lautoka or ride all the way to Suva. ■

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# ROUROU AROUND OUR FAVOURITE LOCAL DISHES

Article by: Wayne Lilo | Recipes by: Janey King-Lilo

Throughout the Pacific, this hardy vegetable is prepared in many different ways in the myriad of cultures. But it is the Polynesians and Fijians that truly elevate this simple leaf into Pasifika haute cuisine.

Perhaps the most recognized way *rourou* is enjoyed by Fijians (and Pacific Islanders) is the *palusami*. Its origins are said to be Samoan, but depending on who you ask, each culture will vigorously defend that it belongs exclusively to them and the others are copycats. For those new to the Pacific, the intense rivalry between the Islands extends further than just rugby. Food, clothing styles, cultural ceremonies, just about everything that you can have a competition about really, is talked up over the other guy, but it is generally good natured. But, I digress.

*Palusami* is a parcel of *taro* leaves, filled with coconut milk, chopped onion and tomatoes and a little salt seasoning. It is usually cooked over

hot stones in a traditional Fijian earth oven, called a *lovo*. Every *lovo* master, (of which every Fijian man over the age of 10 proclaims himself to be) has their own wrapping style and cooking technique. Traditionally, *palusami* is wrapped in breadfruit leaves, or other broad leaves such as banana or similar. In a nod to modern convenience, *palusami* can

Ask anyone in a village in Fiji, what they are thinking of having for dinner and 9 times out of 10, the response will be *rourou*, the *i'Taukei* name for the leaf of the *taro* (dalo) plant. It is ubiquitous throughout Fiji as *taro* is an important root crop staple for Fijians.





also be wrapped in aluminium foil and baked in an oven on medium to high heat.

Regular *palusami* can be enhanced with the addition of canned bully beef, salted or corned beef, which then changes it to *lupulu*, and this invention is proudly claimed by Tonga, without much dispute from neighbours Samoa & Fiji. *Pulu* being the Tongan word for beef.

Here is a recipe for another way *rourou* can be enjoyed, as a starter soup or even as a heartier complete meal if you add bacon, smoked fish, prawns or any other seafood of your choice.



## Rourou Soup

### INGREDIENTS

- 2 cups prepared rourou
- 1 chopped small onion
- 2 chopped cloves garlic
- 6 cups vegetable stock
- 1 cup coconut cream
- ¼ teaspoon lemon rind
- salt & pepper to season

### METHOD

- to prepare the rourou - separate the leaves from the stem, shred and drop into a large pot of boiling water. Allow to cook until leaves are very tender. You can add a ½ teaspoon of baking soda to help the cooking along and to retain the luxurious green color. Pour through a fine strainer and allow to drain completely.
- sauté onions, lemon rind and garlic until onions are golden. Add rourou together with the stock and season to taste. Allow to cook for approximately 30 minutes and blend immediately, adding the coconut cream a little at a time until smooth.
- serve when ready with fresh crispy bread.



## Breadfruit

The humble breadfruit (*Uto*) is perhaps one of the most underrated foods of Fiji. Breadfruit trees grow wild and abundantly throughout the islands and is a common feature in many a backyard and village plantation. It has a reputation as a survival food bank because they tend to withstand tropical cyclones rather well, recover quickly and continue to fruit and provide *uto*, the *i'Taukei* name for breadfruit. Interestingly, it is also the *i'Taukei* word for heart.

The stuff of the "Mutiny on the Bounty" folklore, it is quickly becoming a much sought after cultivated tree crop as more of the world discover what we in the South Sea Islands have known for eons. That *uto* is a delicious and nutritious food. It is usually just steamed and eaten as the starch part of a meal. It makes excellent chips or wedges when fried into chips the next day or even as a sticky sort of dessert, (for lack of a better description) when ripe *uto* is roasted over hot coals, broken open when cooked and dipped in fresh coconut milk. Many Fijians will remember this as a favourite pastime when they returned to spend the school holidays at their villages.

Contemporary Fijian chefs are now exploring exciting new ways to present an old favourite such as breadfruit gratin, gnocchi and croquettes. Here is a recipe for another way to enjoy *uto* - breadfruit hash browns.

## Breadfruit Hash Browns

### INGREDIENTS

- 1 whole breadfruit peeled, cut and steamed until fully cooked and course grated
- 1 medium onion, finely diced
- ½ teaspoon crushed garlic
- 2 eggs (lightly beaten)
- 1 tablespoon chopped coriander (optional)
- salt and pepper to season



### METHOD

- fold all the ingredients together, careful not to mash the grated breadfruit
- season to taste and shape into small discs approximately 6 cm in diameter and 2 cm thick. Allow to rest for 10 minutes
- coat in a little plain flour and deep fry until golden brown

HINT – you can add 2 cups of smoked fish, prawns or even grated cheese to this recipe and turn it into a meal with steamed or stir-fried vegetables or a green salad

## Soursop

One of the greatest rewards of living in or travelling through the tropics, is that you get to enjoy a profusion of tropical fruit and when in Fiji, it truly is an experience to go fruit shopping at the local markets. The explosion of colour, competing scents and the sheer abundance is an assault on the senses.



Whether cultivated or wild-grown in the rich volcanic soil and nurtured by rainfall borne by the South East Trade Winds, the fruit in Fiji is wonderfully aromatic and intensely flavoured. A fruit basket in Fiji will typically contain mangoes, pineapple, watermelon, papaya, bananas, passion fruit, soursop, guava, mandarins and many other exotic tropical fruit depending on the time of season.

Fresh tropical fruit is best enjoyed ripe and chilled, but another delicious way to experience the fruit of Fiji is to make a refreshing sorbet, flavoured with your favourite fruit and for the more adventurous types, even spiked with your favourite spirit or liqueur. Simple and easy to make, with just fruit or fruit juice and sugar, sorbets are a great desert idea during the heat of summer time, or just at any time really.

Here is a recipe for soursop sorbet, but you can use any other fruit you like. ENJOY!

## Soursop Sorbet

### INGREDIENTS

- 4 cups soursop flesh (de-seeded)
- 2 cups sugar
- 1 cup lemon juice
- 2 cups water
- 1 teaspoon very finely chopped lemon grass

### METHOD

- cook all ingredients until it comes to the boil and sugar is fully dissolved
- cool and semi-freeze the mixture, food process until smooth and return to the freezer to semi-freeze. Repeat process 2 – 3 times.
- form balls with an ice cream scoop and serve as a dessert, garnished with a mint leaf or in a glass with your favorite spirit or liqueur

**"Katakata vākurokava"**  
(literally, hot like an aluminium pot)

Aluminium pots (known locally as Bombay pots) are very popular in Fiji, and being thin they quickly lose their heat. This expression refers to people's enthusiasm for something being short-lived – quick to heat up and just as quick to cool down again!

*Fijian Proverb translated by Dr. Paul A Geraghty*



### Kokoda (Cured Fish)

Kokoda is the quintessential Fijian entrée. The signature local dish at most Fijian hotels and resorts, the kokoda is an explosion of flavour. Beginning with the sharp acidic lime/saltiness of the cured fish, the piquancy of the finely chopped onion, tomatoes, chillies and spring onions, all secondary marinated in the silky slightly sweet coconut milk, from freshly grated coconut and completed with a squeeze of lime juice just before you enjoy it!



Fiji's only dedicated wine importer. Browse the wide selection of wines in our shops or online: [www.victoriawines.com.fj](http://www.victoriawines.com.fj)

There are many variations of kokoda in the Pacific, but the Fijian version is the only one that actually 'cooks' the fish by curing it in lime or lemon juice & salt for several hours, which cures out the rawness of the fish. Its origins are said to have been born out of necessity, when early Fijians used it as a method to preserve fresh fish for a bit longer and combining it with the most abundant resource around, coconuts. This happy accident, with some refinements in the recipe over time, resulted in the present day delicacy enjoyed by Fijians and visitors alike.

Oftentimes compared to the South American ceviche, I would venture that kokoda is very different in many respects. Firstly, the fish is fully cured. It contains no garlic, or olive oil and its flavour is subsumed by the fresh coconut milk as opposed to the strong flavour of the snap marinated fish and herbs such as coriander common in many ceviche recipes.

Kokoda can be enjoyed as an entrée, in place of a salad or as main course if you like. In Fiji, locals usually eat it with a starchy root crop such as cassava, taro, sweet potato or even a piece of coal-roasted breadfruit.

#### INGREDIENTS

- 2 cups firm fleshed white fish like Spanish Mackerel or Mahimahi (1.5 – 2 cm cubed)
- 2 cups of lemon / lime juice or white vinegar
- pinch of salt
- 2 cups coconut milk
- 1 small onion
- 1 small cucumber
- 1 small bell pepper
- 2 tomatoes
- ½ teaspoon chopped chillies (optional)
- Spring onion to garnish with a wedge of lime to serve

#### METHOD

- marinate fish in salt and lemon juice in a bowl large enough to stir the fish for 3-4 hours until the fish is white and resembles cooked white fish (use white vinegar as a substitute if lemon / lime juice not available)
- finely chop onions, tomatoes, bell peppers, spring onions, gently fold into the coconut milk and season to taste
- rinse fish in fresh water the drain well, add to coconut milk and vegetables and mix well
- let sit in the cooler for at least ½ an hour to allow the flavors to marry and develop before serving.

## HOW TO CRACK A COCONUT



### ...husk a coconut

Start by making cuts close to the head (not the pointy end, but where it was once attached to the tree) and down toward the pointy end. Gently twist the knife/axe/cane knife etc to open the cut. Repeat this several times around the coconut, and when all the cuts have been made, go around again and twist them some more. Now you should be able to hold the segments and rip the apart revealing the coconut inside.

### ...crack it open

A trick of the islands is to hold the coconut with the three 'eyes' looking at you. Turn the coconut so that it looks like an upside-down face with the nose in the middle, above the two eyes. You should have a hard ridge at the top. Using the bunt edge of a meat cleaver or large knife, give a heavy blow to that ridge and then turn the coconut around in your hands, following the crack line around the nut. This should give you an evenly halved coconut. If you want to save the liquid – do the cracking over a bowl!

### ...drink it

#### Coconut Water (Bu Juice)

Coconut water is the clear, electrolyte-filled juice that comes from the inside of **YOUNG GREEN** coconuts. Bottles of this are regularly snapped by the paparazzi in the hand of one celebratory or another. One of the reasons coconut water has recently garnered so much attention (and not just from the celebs!) is because of its numerous health perks, ranging from electrolytes (5 to be exact: sodium, magnesium, calcium, potassium, and phosphorus), vitamin C, it's low acidity, and ability to help you rapidly rehydrate. Interestingly, Bu Juice is so pure and compatible with our bodies, that field doctors working in the Pacific during World War II would apparently use Bu Juice intravenously, to keep injured soldiers alive until blood supplies could be replenished!



Image: Jayson Chang

There is nothing that captures the essence of Fijian culture better than the **'Sevusevu'**.

It is the central component of all life-cycle rituals, social gatherings, healing ceremonies and community meetings. Significant and ancient in Fiji, the "sevusevu" also marks the time and place for visitors (you) to seek acceptance into a Fijian village.

Half a kilo of **Waka** is the appropriate (and required – you should never show up in a village without it!) offering, and this should cost you in the region of FJ\$60.

When you arrive at a village, you should ask for the **'Turaga ni Koro'** (pronounced too-runga nee kawraw) who is the appointed village headman. It is his duty to greet you and ascertain your intentions before presenting you and your gift to his chiefs and village elder.

Everyone participating in the ceremony should be dressed accordingly in a **Sulu**. Women are also expected to have their shoulders covered and everything should be removed from your head (for example, hat, sunglasses).

A small chant performed by the Turaga ni Koro at the door step of either a house or village hall

**"Vakamaca karasini"**  
(literally, using up kerosene)

Kerosene (also called paraffin) is commonly used as a lamp oil, and this expression refers to someone who stays up all night drinking yaqona.

*Fijian Proverb translated by Dr. Paul A Geraghty*

# SEVU SEVU

Above: A formal kava ceremony at Wayailalai Resort, Yasawa Islands. In formal settings, you will witness the complete performance where each male from the village has a specific role to play.

signals your presence and intention to the people waiting inside. A reciprocal chant from those inside invites you to enter.

You will be shown where to sit on the woven mat (remember to remove your shoes). Men should sit cross-legged (ensuring the sulu covers the knees) while women sit with knees and feet together, resting on the floor to whichever side is most comfortable. Silence at this point is the key.

The Turaga ni Koro will approach the Chief on his knees to place your bundle of yaqona in front of him, staying low as he does so.

He will **cobo** three times, which in Fijian culture means, "I am about to speak, thank you for listening while I do".

It is inappropriate to take photographs or video footage throughout the ceremony (the Turaga ni Koro will usually indicate the appropriate time for you to start snapping once all the formalities are out the way).

He will then begin reciting the traditional monologue, which differs slightly throughout Fiji, but essentially means the same thing. This will end with a chant, coupled with three more cobos that indicate they have completed their introduction.

The Chiefs 'herald' – or second in command, will officially accept the yaqona on behalf of the chief with three cobos to announce the beginning and end of his speech. In a formal yaqona ceremony,

authority is given by the village spokesman to begin mixing the yaqona. In a ceremonial setting, every movement involving the mixing is significant.

In the old days, the dried roots were cut into small pieces and chewed to soften them, before being added to the tanoa with water. These days fortunately, chewing has become unnecessary, with the pieces now pounded to a fine powder form before being mixed with water and filtered through a silk cloth, or for more formal situations, through hibiscus fibres.

The man in charge of preparing the kava will cobo and recite the words 'I will respectfully mix the yaqona for the Chieftain', in local dialect.

When the yaqona has been prepared, and the consistency approved by the chief's spokesman, the 'mixer' puts his hands together and circles the **Tanoa** with his hands, saying "With respect to the chiefs, yaqona is ready to drink". Then he cups his hands, cobo three times and begins to serve the yaqona in a **Bilo**.

This will be carefully taken to the chief in his own, personal bilo. The chief will receive your offering by cupping his hands and clapping with a deep, dignified sound. As he is drinking everyone will clap in slow time, and when he is finished the herald will exclaim "Maca" (which means 'empty') and everybody present should cobo three times.

The same will be repeated for the herald, but all will cobo only twice when he is finished. For a time this process will be repeated until the tanoa is empty, at which point the mixer announces "the bowl is empty my chief", and everyone cobos. The mixer then runs both hands around the bowl and cobos

three times which terminates the formal part of the ceremony.

A second tanoa is then prepared from which everyone will drink. A server will carry a bilo to the chief guest (you), who must cobo once before and three times after completely drinking the first cup. The order of serving depends on the status of those present, from the highest-ranking, down (sorry ladies, but women will usually go last in this patriarchal society!).

After the first 'round' is complete and everyone has drunk, the ceremony relaxes and the drinking session will continue along with the telling of many stories. You are likely to be asked to introduce yourself and talanoa about your travels.

Remember that this is just a guide, and that kava ceremonies can vary from one village to the next, with each maintaining their own unique features of an age old tradition. ■



Image: Jayson Chang

An informal beach kava session at Wayailalai Resort,

## KEYWORDS

**BILO** - a drinking bowl that is made from the half-shell of a coconut. These are highly polished and sleek. Chiefs generally have their own cups from which no one else is allowed to drink. Everyone else drinks from a common cup. Some say this cements communal bonds.

**COBO (thombo)** - literally means 'clap'! But we are not talking a cricket match polite kind of clap, we are talking about a loud, deep and deliberate cupped hand clap.

**KAVA** - (*Piper methysticum*) Latin for 'intoxicating pepper' is a crop

of the western Pacific, the roots of which are used to produce a drink with mild sedative and anesthetic properties.

**SULU** - similar to a sarong, is a wrap around (wrapped around the waist so you are covered from waist to ankle) piece of rectangular material elaborately decorated with patterns and designs of various styles. Usually reserved for more casual and informal occasions, you should have one to hand to wrap over your shorts for such events.

**TALANOA** - The exchange of stories, discussions etc.

**TANOA** - a traditional hand crafted from a single slab of wood (usually vesii - an indigenous hardwood) bowl in which yaqona is prepared and shared from during the ceremony.

**WAKA** - comes from the lower part of the plant and the kava is up higher. Waka is more potent than kava, and is also a little bit darker in colour.

**YAQONA** - (yang gona) is the name for kava in Fiji. In your travels, you may have heard it referred to as 'awa (Hawai'i), awa (Samoa), and sakau (Pohnpei).



# Musket Cove Marina

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### Services & Facilities at a Glance



**M**usket Cove Island Resort & Marina is situated on the once uninhabited island of Malolo Lailai which today still offers a truly Fiji barefoot island experience. Warm, friendly Fijian staff are waiting to welcome and indulge you from your voyage across the seas.

The island resort & marina boasts a diverse range of accommodation choices with 55 Bures &

Villas, a purpose built day spa, fully licensed bars, restaurants and... a Marina! A true reflection of Fiji, the rustic style and relaxed spirit offer guests an uncrowded hideaway.

The spacious 400 acre surroundings of tropical gardens, secluded walking trails and palm fringed beaches are all waiting to be explored and soaked in.

## The Marina

The nearest port of entry is Vuda Marina Fiji. However, during the Regatta Week, Customs and Immigration are present at the marina for outward clearance.

Musket Cove provides an ideal gateway to Fiji's spectacular cruising grounds. Sheltered marina berths and moorings are available or

you can drop anchor in the tranquil bay. The famous unpretentious atmosphere at Musket Cove attracts cruising and racing yachtsmen and women from all over the world.

Those who arrive by yacht from a foreign port are eligible to become lifelong members of the Musket Cove Yacht Club for a nominal fee. This allows the privilege of using the resort facilities (providing proper conduct) and also offers discount on the ferry service to Denarau..

**The Musket Cove Yacht Club** is famous for hosting and organizing the annual Fiji Regatta Week and has "countless" lifetime members.

Docking facilities in the marina are in a dredged basin. Moorings are outside of the marina and there is a dinghy dock and a small number of berths available on the club pontoon, which need to be booked in advance.

## Safety

A small inner basin is accessible in the event of a cyclone.



## Visitor Attractions

There is an extensive choice of water activities as well as a five-star PADI Dive facility, offering courses and a schedule of daily dives. Game & sport fishing, kayaking, coral reef snorkeling, cruiser bike rentals and cooking classes are also on offer. You are also welcome to use the Resorts café and restaurant facilities.

**Dick's Place Bistro & Bar** opens daily for breakfast, lunch and dinner. You can choose to dine by the pool or under the stars. An extensive wine menu and island string band accompanies the a la carte menu and theme nights. The menu brings together freshly prepared local delicacies. Bookings are recommended.

Linked to the resort by the marina walkway, the **MCYC bar** is a 'sand between the toes' beach bar with a relaxed and casual atmosphere. Local spirits, beer and wines are at yacht club prices. With cook your own BBQ's available. BBQ packs are available for sale from **Trader Café**.



## Reducing Our Footprints

In 2019 Musket Cove collaborated with the Ministries for Forestry and Fisheries and local communities to protect our wetlands and surrounding reefs for future generations. Work commenced by planting 5000 Mangrove saplings and farming several coral species together with a giant clam nursery. Another initiative was restoring and regenerating the island with native species. Over 1000 plants have been planted to date. ■



The lagoon side **Trader Café** serves pizza, light meals, snacks, freshly baked pastries and juices throughout the day and early evening.

**The Trader General Store** stocks a wide variety of groceries, fresh fruit and vegetables, meats, ice and snack foods.

Indulge in a full range of beauty treatments and massages by internationally trained staff at **Makare Wellness Spa**.



# Next Stop Solomons



## Fiji's most westerly island and its remarkable origin story

by Paul Geraghty

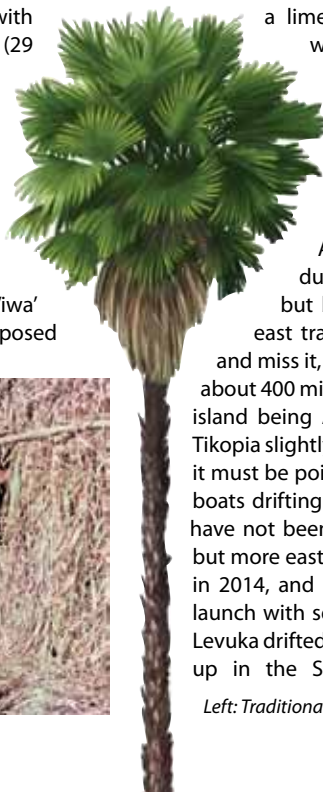
Viwa is a remarkable island. Not, in this case, the historical Viwa situated between Bau and Verata which was the site of one of the earliest Methodist missions serving Vitilevu, but the most westerly island in Fiji, way out there beyond the main Yasawa group. It is a low coral island with three villages, about 18 miles (29 kilometres) to the northwest of Waya and approximately the same distance west of Naviti. Its language is very similar to that of Waya, but some words are closer to Naviti.

The fact that these two Viwas have the same name is probably not coincidental: 'Viwa' can be analysed as being composed

of viu meaning 'fan-palm, *Pritchardia sp*' plus the locative suffix -a meaning 'place of'. Viwa in the Yasawas certainly used to be well known in the West as a source of fan-palms and their leaves, which are used as ceremonial fans and in certain dances. The one near Bau, being a limestone island, never was, but it was probably named after another place some of the inhabitants came from, as often happens (think Boston in the US, Canterbury in NZ, Newcastle in Australia, etc), so an example of place-name transfer.

About 300 miles (500 kilometres) due west of Viwa is central Vanuatu, but because of the prevailing south-east trade winds, if you do sail to Viwa and miss it, it's probably next stop Solomons, about 400 miles north-west of Viwa, the closest island being Anuta, in Temotu Province, with Tikopia slightly further away. Having said which, it must be pointed out that recent examples of boats drifting from Fiji to the Solomon Islands have not been from anywhere in the Yasawas, but more easterly places such as Buliā (Kadavu) in 2014, and Nawaikama (Gau), from where a launch with seven people on board bound for Levuka drifted for 45 days in 1982 before ending up in the Solomons. Nevertheless, George

Left: Traditional house building and the fan palm.



Barker (founding curator of the Fiji Museum) did report that a dismasted cutter from Naviti in the early years of the last century drifted for 21 days before fetching up on New Georgia, in the western Solomons, while oral traditions in Naviti tell of another boat that was hit by a hurricane in 1914 and ended up after 20 days in Tikopia (Temotu Province).

Local tradition, as related in print by the abovementioned George Barker and confirmed to me by elders of Viwa, has it that Viwa was originally a submerged reef. One of the lesser ancestor gods of Waya, by the name of Rainima, became restless and wanted to leave Waya and live in a land of his own, so the great ancestor god of Waya, Raibulu, gave him permission to go and settle on this reef.

A parenthetic word now about this ancestor god's name – Rainima. It is common through much of Fiji for people, originally only males, to be named after plants, creatures or artefacts, with a prefix Ra- indicating that the said item has become a personal name. Ralulu is a fairly common example, being based on *lulu* 'owl', and other examples that come to mind are Rakuita, based on *kuita* 'octopus', Raisele (*isele* 'knife', originally meaning 'bamboo knife') and Raura (*ura* 'prawn'). So Rainima's name was derived from *inima* meaning 'bailer', and he was told that he could settle on this reef after bailing it dry – though whether he was given the name after this episode, or given this job because of his name, is unclear (Barker prefers the latter).



Top: Village of Naibalebale in Viwa. Above: Villager binding reeds with vines.

At any rate, he and his family set to work. They cut vast quantities of reeds and bound them together with vines to make portable barriers, such as are still used today in fish-fences (*bāniika*). Then they sailed to the said reef and used these reed fences to encircle the area they wished to inhabit, driving poles into the coral

to hold the fences, again much as is done with contemporary fish-fences. This done, they started bailing out the sea from within the fence, and after three months constant bailing the reef suddenly rose a few feet above the ocean. Rainima and his family then returned to Waya in their canoes to fetch earth for their new home – and the proof of this is that there are parts of Waya today that are devoid of earth, because it was taken by Rainima.







Rainima then asked Raibulu, his divine superior in Waya, for a source of water on the new island. Raibulu replied that they must first build him a large house there, for him to live in when he visits the island to collect the first fruits (*isevu*) every year, and the timber for this house should be only *tawa* (Standard Fijian *dawa*, scientific name *Pometia pinnata*, with a delicious fruit like a lychee). Raibulu gave him permission to take only one *tawa* seed initially to plant there.

So Rainima sailed to Viwa with timber for the chief's house, reeds for its roof – and, sad to report, lots of *tawa* seeds. He couldn't resist the temptation. It is said that, as a consequence, to this day only one *tawa* tree in Viwa, the one in front of Raibulu's house, is of a considerable size, all others being stunted.

Next, Rainima went to Waya and reminded Raibulu of his promise regarding water for the island, at which he was told to be patient. After a while with still no water appearing, Rainima decided that rather than sail in a canoe he would fly to Waya (ancestor gods could fly, though whether they were equipped with wings is uncertain) so he could land secretly. Once there, he headed to a spring and collected water in a taro-leaf container he had made – unaware that he was being observed by Raibulu. Raibulu threw a coconut at the water thief, bursting the bundle so that the leaves and water spilled to the ground. Rainima flew, grabbing what he thought was left of the water container, but when he got back to Viwa, he realised it was the coconut that had been thrown at him. Making the best of a bad job, Rainima planted the coconut, and from it grew all the coconuts on Viwa today.

Another parenthetic comment about place-names, for those who haven't already guessed: just as Viwa means 'place of fan-palms', compounded from *viu* 'fan-palm' and the suffix *a* meaning 'place of', so Waya means 'place of water', a compound of *wai* 'water' and the same suffix. It is indeed the most watered island in the Yasawa group.

The attempted theft had dire consequences. Raibulu went to Viwa to hand down Rainima's punishment, and lectured him thus: "For your lack of faith, I will not give your land a stream, nor a spring. You will all bathe in saltwater. Should no rain come, you will get water from Waya. There will be no true rock to make water reservoirs and you will only be able to use coconut trunks to store water." To this day, the bathing-place, known as Kavua, is saltwater, but the inhabitants claim it feels to them like freshwater.

Throughout Fiji, in places without running water or wells, freshwater used to be obtained, and still is in parts, by hollowing out rocks or tree trunks to receive rainwater channeled there. These are usually known as *tugu* in Western Fiji and *dugu* in the East.

After administering this rebuke, Raibulu was becoming very thirsty, so Rainima made him some *yaqona* (kava), using coconut water, since there was no freshwater available. This made Raibulu even more hot and bothered. Rainima

suggested some girls fan him with coconut leaf fans, which made Raibulu even more angry. He refused to be fanned and told Rainima to go to the other end of the island, close to where the largest village, Naibalebale, now is, and dig there a hole in the coral from which the *vualiku* (north wind) would blow. Rainima and his family did as instructed, and after much work digging into the coral with digging sticks of *velau* (*Casuarina equisetifolia*, Standard Fijian *nokonoko*), the hole was finished, the wind emerged and cooled Raibulu so he recovered his health.

Raibulu was so happy to recover that he let Rainima into a secret. "The hole of the north wind is useful to cool you when it gets too hot," he said, "but it has another use. When you see unwelcome visitors sailing towards Viwa, just open the hole and the north wind will make the ocean too turbulent for them to sail here. On the other hand, if you see welcome visitors on their way, close the hole so they can come, and if you want them to stay longer, open it again so they cannot leave!"

And so it has been to this day. As to why some visitors are more welcome than others, I leave that to your imagination, only saying that bearing gifts and food is only part of the equation.



Opposite & above: Boys of Viwa Island have fun with their newly acquired surfboards. Photos: William Bowden

There are two postscripts to this story. One is that the ancestor god Rainima is commemorated in the name of a large reef to the north of Viwa, west of Naviti, on which the *Porpoise*, one of the ships of the United States Exploring Expedition, founded in 1840. The reef is named *Dua lei Rainima*, meaning 'Rainima's drumstick(s)'. Why it bears that name can only be speculated on. My suspicion is it has to do with the constant



sound of waves pounding on the reef, likened to drumsticks pounding on a giant *lali* (drum of a hollowed out log). It was also reported in the Fiji Times last year (26th September 2019) that a new 36-ft aluminium vessel to be used to patrol parts of the Western Division has been christened *Dua Lei Rainima*.

Postscript number two is the question as to whether there might be any truth in this story about Viwa being raised within human memory from a sunken reef, as indeed there is in myths about the sunken islands of Davetalevu near Moturiki, Burotukula off Matuku, Solo north of Kadavu and Nagilogilo off the coast of northern Tailevu. The answer, according to experts, is: none at all! Geologists tell us that Viwa has been in much the same position and with much the same shape and height for hundreds of thousands of years.

Having said that, if we look just to the south of Viwa, about a mile away, we see two tiny islets, collectively known as Nuku, and individually as Nukuvatu 'stone Nuku' and Nukuvivolivi 'sand Nuku'. They are home to many nesting seabirds, especially terns and noddies. They are also said to be home to ancestral spirits. When people of Viwa go to fish in Nuku, they first present an *isevusevu*, consisting of coconuts rather than yaqona, at a reef called Cakau ni Saravou (young men's reef), to request admission to Nuku. Then they present another *isevusevu*, also of coconuts, on the island of Nukuvivolivi. Failure to do so results in failure of the fishing. There are certain prohibitions also, for instance when fishing is under way, those remaining in the boat may not eat. Other prohibitions are similar to those obtaining in places like Davetalevu: no shouting, no throwing or leaving rubbish, no throwing things at birds. If these prohibitions are not observed, accidents can occur, like someone being bitten or otherwise injured, or a sudden change in the weather.

So might Nuku have been inhabited previously? I crave readers' indulgence because I do not know the answer to this very important question – but will continue to research it and see what I can come up with! In the meantime, as with other formerly inhabited reefs and passages, visitors to Nuku south of Viwa would be well advised to treat it with respect. ■



## The Drua Experience

Island Encounters Photography



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## Sail in for Pizza at Cloud 9

Photo: Anaís Chaine

**C**LOUD 9 is Fiji's only two level floating platform with an internationally stocked bar and Italian wood-fired pizzeria surrounded by turquoise blue water and picturesque views.

This unique venue features a surround sound system throughout, sun decks and day beds. The music does not focus on the mainstream, it is here to create a relaxed atmosphere while you are embracing the seascape. The platform hosts regular DJs from all over the world to keep the vibe fun and fresh. Cloud 9 is built with precision and creativity giving you an experience like no other!

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# Up, up and away...



With a combined fleet of 13 aircrafts, the Joyce Aviation Group (Fiji) is well positioned to offer the ultimate support for transfers, charters, tours, skydiving, aeromedical services and search & rescue. Customs, immigration, crews, guests and perishable food supplies can also be transferred from the airport or their hangar to the various maritime zones of Fiji.

The Joyce Aviation Group (Fiji) PTE Limited includes:

- Tandem Skydive (Fiji)
- Heli-Tours (Fiji)
- Sunflower Aviation
- Pacific Flying School
- Adventure Sailing Fiji

The Joyce Aviation Group is owned and operated by Tim and Susan Joyce who came to Fiji in 2003.

### Skydive Fiji

Skydive Fiji prides itself as the most experienced, and premier skydiving company in Fiji, offering tandem skydiving over Fiji's spectacular islands and coral reefs. Customers are given the opportunity to experience freefall from as high as 14,000ft in the air with stunning views of pristine blue waters, white sandy beaches and beautiful fringing coral reefs of the Mamanuca Islands and Denarau.



### Heli-Tours Fiji

Following the success of their skydiving operations, Heli-Tours Fiji was established in 2011. Their services range from offering world-class scenic flights, resort transfers, private charters, mining and aerial construction, specialist film works, aeromedical evacuation & search and rescue operations. They currently have three helicopters in their fleet:

- The AS355 Twin Engine Squirrel (5-seater)
- Two Robinson R44 (3-seater)



### Charters & Aeromedical Evacuations

Concerns about the primary medical care and aeromedical evacuations were major impediments to the growth of foreign investment and tourism in Fiji. About 10 years ago, Mr Joyce teamed up with one of Fiji's leading disaster and emergency management professionals, Anthony Blake who also saw the need to advance search and rescue capabilities in Fiji.

LifeFlight Fiji was established in 2017 working in partnership with LifeFlight Australia (previously Careflight) that provided technical and training support. Their AS355 twin engine helicopter is equipped with an articulated medical stretcher and essential medical equipment to enable overwater patient transfers & landings on major hospitals. They also have the R-44 helicopter (3 passenger seats) available to transfer medical staff & equipment or seated patients at a more affordable rate. Their fixed wings (aeroplanes) are also available for medivacs and can land in maritime zones that have airstrips. This includes the Lomaiviti Group, Lau, Kadavu, Taveuni, Vanua Levu and Taveuni. LifeFlight Fiji are more affordable and can customize rates and schedules to suit the guests requirements. ■

See pages 19 & 150 for contacts.

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**Key Locations Guide:**

- |                        |                      |                         |                  |             |
|------------------------|----------------------|-------------------------|------------------|-------------|
| <b>1</b> Nadi Hospital | <b>S</b> Westpac ATM | <b>1</b> Pharmacy       | Hardware Store   | Bus Station |
| <b>2</b> Nadi Clinic   | <b>\$</b> ANZ ATM    | <b>2</b> Pharmacy       | Shopping         | Post Office |
| <b>1</b> Courthouse    | <b>\$</b> BSP ATM    | <b>P</b> Police Station | Service Stations |             |



Kama Catch Me Photography

# VOU Dance Fiji

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*Cruising in the Fiji Group with Captain Carol Dunlop*



# CRUISING KADAVU & THE BEQA LAGOON

Aqua-trek. Photo: www.davidpalfrey.com

For diving, surfing & adventure close to the main island of Viti Levu



## KADAVU

The North Astrolabe lagoon offers close proximity to some excellent diving. Due to its location and topography the water here is consistently one degree lower than the rest of Fiji and the chances are you will likely see large pelagic species, schooling barracudas, turtles, manta rays, and stunning corals. There is about 25 nm of open water from NE Beqa (Sulphur Pass or Bala Pass as it is called) before you enter into the lee of the North Astrolabe Kadavu reefs and the entrance into the North Astrolabe lagoon via Usbourne pass.

A *sevusevu* should be presented to the chiefly village of Draveuni before undertaking any cruising and diving in the area of the North Astrolabe lagoon. There are some beautiful beaches within the Astrolabe mainly at Draveuni, Yaukuve Levu



Cape Washington. Photo: Carol Dunlop

home of the new Kokomo Yaukuve Island Resort and Namara, the deserted island nearby.

Kokomo's Private Island Resort are happy to encourage yachts wishing to utilize the wonderful facilities ashore but prior contact for permission is required and only polite. They also have been amazing in allowing a Helipro Medivac land on their helipad in the middle of the night with all their staff and full assistance on the dock. Their private plane is also available for charter. They are definitely a high spot in the North Astrolabe Lagoon.

There are a few dive resorts further south on the island of Ono and mainland Kadavu. People are friendly and welcoming in the villages. All of these places are off the traditional tourist route.

There are great waterfalls on the southern side of Kadavu island in Kadavu village, close to the small Waya Island. Captains need to take tenders in to the village at half tide rising. Close to Kadavu village is the eco-resort Matava who can spin you to the incredible Manta dive on the south coast near Galoa. Matava is also where you will find an IGFA Captain and weigh-station at Bite Me Game Fishing



Beqa Lagoon Resort

Charters. The anchorage way inside at Galoa is really good and a great place to run to in boisterous conditions.

The Namalata reefs to the north of Vunisea are great to explore with SCUBA but as always, a local guide will guarantee you hit the best spot at the best time to get the best experience. See Dive Kadavu as in my experience they are the best on the northern Namalata reef side.

At the most western end of the island is Cape Washington, which is another location for fantastic diving, surfing and fishing. A great left break called King Kong is amazing. This area, which is about 80nm south of Port Denarau, is a fabulous cruise, particularly for those who are interested in varied diving. Alternatively, a passage between Beqa (Frigate passage) and Cape Washington is about 40nm.

The village at Cape Washington have been known to put on a great Meke (traditional Fijian dance). Your *sevusevu* needs to be made to the village of Nabukalevuira on the top of the hill underneath the awesome mountain. There was a surf resort 'Naigiagia' on the island just off Cape Washington, however this has now closed but the surfing, snorkeling and diving are wonderful in this location providing the wind is right for the very deep anchorage. SW around to ENE is fine. There is a ledge on the eastern part of the bay where you will find 60-80 feet.

There is the additional option to fly into Vunisea, the main village on the north-western side of mainland Kadavu where you can find a small market, Government stations and a medical center.

## BEQA

Beqa is home to the famous Beqa Fire Walkers, members of the Sawau tribe, who can walk bare foot across blazing hot rocks! A historical encounter with a spirit God by one of their great ancestors saw the exchange of the captured Gods freedom for power over fire. Ask any Beqa island native to regale you with their story and they will be happy to share the history of their people with you.

Yachts are able to anchor off the village Dakubeqa, near Beqa Lagoon resort on the western side of Beqa to engage the village in a fire dancing spectacle. The resort can also assist in arrangements.

“Come and join us as the flames start to disappear and the warriors of Dakuibeqa village uncover the stones that have been buried in roaring fire for hours. Be told the story of the spirit god that, in exchange for his life, blessed the Chief of Dakuibeqa and all generations after him with the ability to walk on fire. Listen as the warriors chant to the fire and then witness as they walk over and even pause on top of these white-hot stones. These are the famous Beqa Island Firewalkers. Watch in awe as they perform this traditional ceremony unique only to Beqa Island, and forbidden to be performed by anyone who it not a descendant of Chief Tui Naiviqalita.”

One of the best anchorages on the NE side of Beqa is Malumu Bay. Here you will find Lalati Resort & Spa. The sapphire waters of the bay offer a safe harbour for yachts and super yachts alike. Here you can grab a nice cold beer from the beach bar, eat gourmet style island cuisine in the chiefly – style open air bure, or sign up for a spa treatment...or two. You can also go for a guided dive with a member of the resorts dive team.

Vaga Bay on the west side of Beqa is great for a more protected night time anchorage if you are visiting the exclusive Royal Davui Resort on Stewart Island. Permission should be obtained from the island's



Royal Davui Island Resort

managers before making any arrangements to visit the resort. Bookings can be made for a private dinner ashore and maybe a meke and or with the famous firewalkers can be organized. This would have to be booked well in advance so that the staff can prepare.

The surf at Frigates Passage is extremely good and considered one of the best surf breaks in Fiji while fishing in the Beqa channel is renowned for hooking yellow fin tuna, wahoo and walu and marlin. Check out the reef Cakau lekakeka!

There is some good diving and surf by Black Rock at Frigate Pass, SW Beqa. If you are on your way to Kadavu, Malumu Bay close to the pass offers anchorage for early departure to Kadavu.

To the North of Yanuca Island are many SOFT coral dives but most of these are novice dives and generally no more than 60 feet.

### PACIFIC HARBOUR

This is an area not to be missed with action packed shark dives and a river rafting adventure in the Navua highlands with Rivers Fiji. The rafting & kayaking adventure into the heartland of Fiji is an all day trip with rapids and waterfalls. This is an extremely well run organization and if you have the time definitely worth doing.

They offer both river and sea kayaking trips for novice to medium level kayakers as well as whitewater kayaking and rafting. A great cultural day out as it involves a traditional village visit and a Fijian yaqona ceremony.

The area is the base for popular shark dive operators. Large vessels can anchor outside the breakwater and tender in to the new marina tucked inside the river. There is the option of two renowned shark dive companies, Aqua-Trek and Beqa Adventure Divers.



Lalati Resort & Spa

Aqua-Trek's founder Brandon Paige is known as the pioneer of the Fiji shark dive. In 1999 he created a dive with the intent to educate divers and aid in the conservation of sharks. Little did he know he was creating what is now known as the worlds #1 shark dive. This is a 2-tank dive which is usually booked out so you may have to book well in advance. It can be an exclusive dive with early pre-booking or just book into a group. An afternoon dive is possible if you have a minimum of 4 people for the booking.

Another exciting excursion is Kila Eco Adventure Park, 19km east from The Pearl Marina. The park has rope courses, giant swings, zip lining, abseiling etc. and is designed to make your tree climbing



The Pearl Resort Marina entrance and Beqa in the distance.

adventures perfectly safe but with the maximum level of adrenalin and fun.

Walk through 10km of jungle and get a closer look at the indigenous flora and fauna from tiny, fragile species to larger, agile and fascinating ones. Cool off under waterfalls and rest at picnic spots around the park.

### WEATHER

The southern coast of Viti Levu can be boisterous during the height of the trade wind season June - August.

If it is blowing say 15kts SE or E over the country the Southern coast of Viti Levu and the NE tip of the island and down the eastern Vatuiria passage can often be blowing 10 kts stronger so 25kts or more is not uncommon. Great if the wind is behind you.

Travelling to Beqa from the west is an uncomfortable beat. However, there is often a land breeze at night and with our little 36-foot sail boat we would take off at say 5 in the morning and travel east and sail with a northerly until 10am when the trades kicked in. Larger power boats sailing at 10kts may choose to do an overnight to Pacific Harbour by leaving Momi anchorage at MN and arriving early AM. ■

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# The Pearl Resort Marina

**P**acific Harbour lies along the south coast of Viti Levu, opposite Beqa Island. At the mouth of the lazy Qaranaqio River, you will find the elegant Pearl Resort Marina.

The river mouth is fairly well protected but is not a cyclone haven and must be evacuated in the event of a cyclone.

The Marina is a restricted access area. Here, at 4m draft, you will find a total of 12 berths offering single-phase electricity. Refuelling is not available and garbage can be disposed of at a fee.

While berths are predominately leased to local marine-based tourism operators, visitors are welcome.



The Pearl Resort is popular with tourists and locals alike, offering the perfect location for a spot of land loving luxury between the bustling cities of Nadi and Suva. The Marina offers 5 fully licensed restaurants and bars.

For provisioning you can take a leisurely stroll to the Arts Village. Here, you will find a well-stocked supermarket, bottle-shop, post office, bank, money exchange, doctor's clinic, dive shop (hydrostatic tank testing available) and a selection of clothing and souvenir outlets, bars and restaurants.

Most of the shops and activities in Pacific Harbour are within walking distance however, should you wish to venture further afield, there are car rentals closeby in addition to taxis and buses passing through en route to Suva, Nadi and the nearby township of Navua. ■

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Photo: Jon Piepkorn

# Fijian Names and their Meanings

by Paul Geraghty

Fijian personal names often have interesting meanings that give insights into Fijian culture of the past and the present – insights that the bearers themselves of such names are often unaware of, as is indeed the case with English and other western names.

**F**or example, I would doubt that many of the bearers of the surname Geraghty know that it comes from the Irish for 'son of the orator'.



Photo: Jon Piepkorn



Photo: Brendan Yee

Typically, a Fijian has three names. The first is a Christian name, the second a traditional name, and the third (if it exists) a surname. The idea of having a surname, that is a name inherited from one's father, is relatively new, and most Fijians don't use them unless dealing with officialdom. So if you see a photo in the newspaper of a family group consisting of Jone Waqa, his wife Mere Waqa and two children Samu Waqa and Litia Waqa, you can be pretty sure that these are not the names they use every day – which are more likely to be Jone Waqa, his wife Mere Leba, and children Samu Koroï and Litia Liku - but they felt obliged to give a 'surname' because they were being featured in what they knew to be an English-language medium.

Similarly Fijians have never gone for the strange western practice of women taking the surname of their husband on marriage (nor did my Irish mother for that matter), unless required to do so by officialdom or trying to impress others as to how sophisticated they are.

Some people have chiefly titles, which come at the beginning of the name. Today the

most common are Rātū for men and Adi for women, but these are a simplification that was introduced by the colonial government, based on English titling conventions and intended to 'translate' Sir and Lady. Some places in Fiji have no such conventions – the most powerful chief in nineteenth-century Fiji, Cakobau, the Vunivalu of Bau, was always referred to by contemporaries simply as either Cakobau or Seru, but the colonial government decided to stick a 'Rātū' in front of his name. Roko in Lau and Rō in Rewa, Kadavu and Nadroga are genuine traditional titles, as is Bulou for ladies of rank in Kadavu and Nadroga.

Christian names originate mostly from the nineteenth century, when Christianity was introduced. They are usually the names of biblical characters (*Mōse* Moses, *Tēvita* David, *Jone* John, *Mere* Mary) or missionaries (*Watisoni* Watson, *Kalivati* Calvert, *Lidise* Lindsay), but can be derived from famous writers (*Lagivala* Longfellow, *Vuniani* Bunyan, *Militoni* Milton), businessmen (*Batinamu* Putnam, a New England trader), European monarchs and historical characters (*Kiniviliame* King William, *Kinjijioji* King George, *Sālote* Charlotte, *Napolioni* and *Ponipate* or *Vonivate* Napoleon Bonaparte, *Nelisoni* Nelson) or, for Catholics, saints (*Akusitino* Augustine, *Berenadeta* Bernadette). Catholics also have different versions of biblical names, based on Latin rather than English, such as *Ioane* John and *Maria* Mary, contrasting with the *Jone* and *Mere* of other denominations. Like English Christian names, many of them have shortened versions that are used mainly by close friends and family (*Jo* Joe, *Su* Sue, *Ili* or *Beta* short for *Ilisābeta* Elizabeth).

One of the most fascinating stories of nineteenth-century naming concerns Mary Wallis, the wife of the American trader Benjamin Wallis. She accompanied her husband on three of his voyages to Fiji in the 1840s and 1850s and so was the first European woman many Fijians had seen, apart from a small number of missionaries' wives. She also was blessed with an outgoing and gregarious personality, and spent much of her time with

the people of Viwa, a small island near Bau in Tailevu. So when one of her friends on Viwa gave birth to a baby girl, she asked Mary if she could name the child after her and Mary readily agreed. The child was given the name *Merewālesi*, from Mary Wallis. The name spread from there and became popular, so that today there are hundreds of *Merewālesis* all over Fiji!

Traditional Fijian names go a long way back, some perhaps thousands of years. They are mostly commemorative, given to a child in memory of an important event that occurred in the village or country, or something that happened to a relative. Once acquired, these names can be passed on through generations, by naming children after relatives (their *yaca* or namesake), rather than making up a new name. A well-known commemorative name is *Tānoa*, which marked the introduction of a particular style of kava bowl into Fiji from Tonga. Another is *Sukuna*, the name which Cakobau, the chief of Bau, gave his eldest son to commemorate the introduction of a new type of vessel, the schooner.

Many Fijian names were originally badges of honour – names given to warriors to commemorate their prowess in battle. Among the best known of these are *Koroï*, *Waqa*, *Tora*, and *Koli*, with compounds of these terms indicating the senior warrior the recipient chose to name himself after, for



Photo: Brendan Yee

example *Koroïnavunivalu* 'Koroï of the Vunivalu (chief of Bau)', the name taken by the notorious Swedish beachcomber Charlie Savage. Not all traditional names are ancient, because Fijians (and particularly Lauans) still make up new commemorative names, such as *Talemailepanoni* (literally, returned from the Lebanon) to mark the return

of a soldier from peace-keeping duties in the Lebanon.

It is common nowadays to address people with positions of importance in society by their profession, such as *qasenivuli* 'teacher', *talatala* 'church minister', *vuniwai* 'doctor', or by the profession of their spouse, such as *radinitalatala* 'minister's wife'. In some parts of Fiji, especially eastern Vitilevu, it is polite to address and refer to someone with a child using the (eldest) child's name, such as *tamai Samu* 'father of Samu', *tinai Samu* 'mother of Samu'. This is so pervasive that a conversation with a young boy in Tailevu is said to have gone thus:

*O cei na yacamu? Samu.*

*O cei na yacai tamamu?*

*Tamai Samu.*

And despite being pressed the young boy knew no other name for his father, because that's what everyone in the village called him!

**What's your name? Samu.**

**What's your father's name?**

**Samu's father...**

Dr. Paul Geraghty graduated from Cambridge with an MA in Modern Languages (French and German), and earned his PhD from the University of Hawaii with a dissertation on the history of the Fijian languages. He was Director of the Institute of Fijian Language and Culture in Suva from 1986 to 2001, and is currently Associate Professor in Linguistics at the University of the South Pacific. Author of several books (including *The History of the Fijian Languages*, the *Lonely Planet Fijian Phrasebook*, and *Say Bula*) and numerous articles on Fijian and Pacific languages, culture, and history, he is also well known in Fiji as a newspaper columnist and radio and TV presenter.







The Capital City Suva. Photo: Moving Pictures



Aerial of RSYC from shore. Photo: Moving Pictures

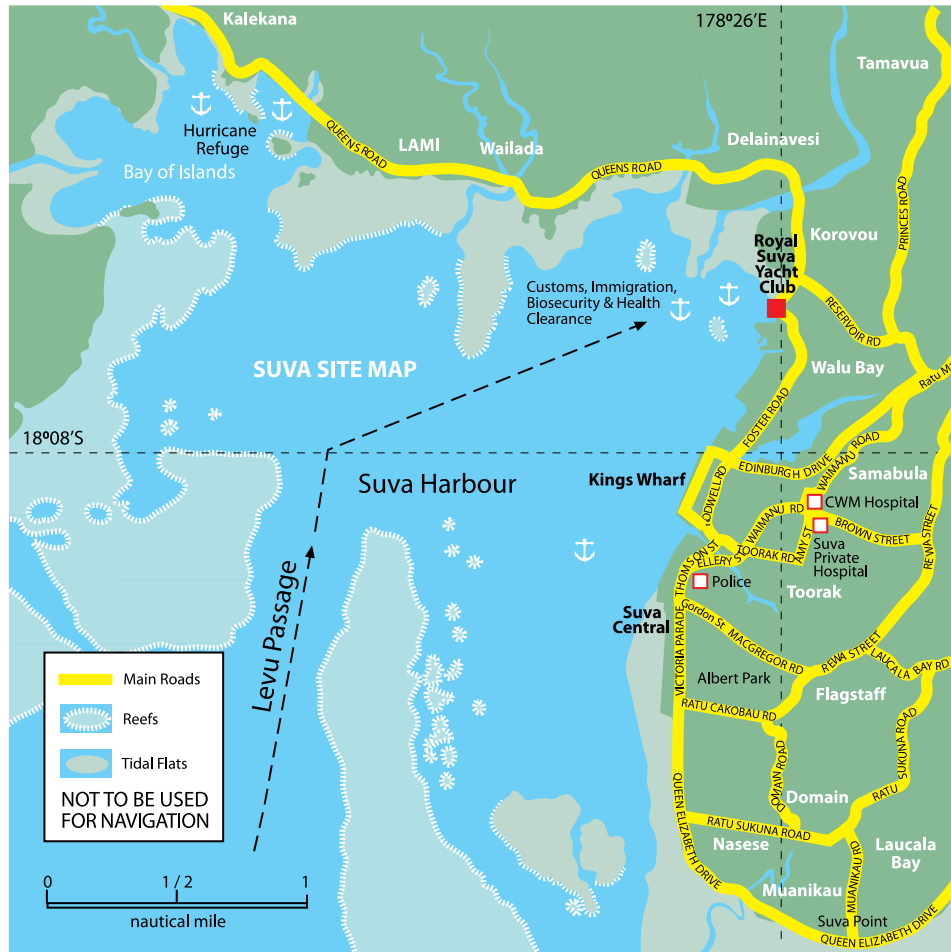
# Royal Suva Yacht Club

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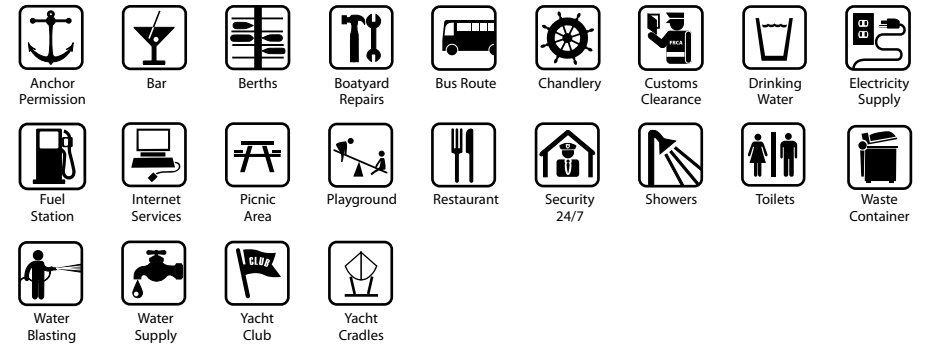
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Aerial of RSYC from harbour. Photo: Moving Pictures

Services & Facilities at a Glance



Welcome to the Capital!

Suva Harbour is well protected by a fringing reef about 1.5 miles offshore. The opening is well marked and wide enough to enter with plenty of room for commercial ships. However, the reefs lining the coast and the main entrance are dotted with shipwrecks. Anchorage in the Suva Harbour is shared by fishing boats, freighters, yachts, and cruise liners. If you prefer to use a marina facility, the Royal Suva Yacht Club may have moorings available.

The Royal Suva Yacht Club

If you intend to use the facilities of the Royal Suva Yacht Club, you will need to register and become a temporary member. The rich history of the club can be found dotted around the clubhouse with trophies, photos and mementos on display.

Facts & Figures

There are several mooring facilities and a trailer park available to accommodate members, visitors

and commercially owned yachts/boats; Trot and Plastic Pontoon moorings are generally leased out to members who own private vessels and are available on a first come, first served basis.

Concrete moorings are able to cater for bigger boats or visiting yachts. The concrete moorings are to facilitate visiting Yachtsmen and small Commercial Yachts/vessels.

The Dinghy Docks are to temporarily facilitate members and offshore yachts, tenders and dinghies for embarkation and loading purposes.

The trailer park area is facilitated as a hardstand for boats on trailers, which are leased out to members who prefer the trailer park to a mooring site.

Contact the RSYC for availability of moorings and load capacity details. Anchorage outside the Marina is poor due to soft mud.



Many yachts drag here in strong southerlies. Yachts should not be left unattended if a frontal system is expected. Commercial vessels also drag across the harbour.

The Bay of Islands in Lami is a good alternative to RSYC, especially in bad weather or southwest sector winds. Lami town centre is walking distance (walk southeast on main road) and has small supermarkets and

a good chandlery (Yacht Shop). This is a sheltered lagoon that is surrounded by mangrove, residential homes, non-intrusive commercial marine activity and the Novotel Hotel.

## Services

The club has bathrooms with hot water, and a next day laundry service. There's also a restaurant, a great kid's playground and wireless internet access that may cover as far as some of the offshore moorings. The RSYC slipway caters for the smaller vessels up to 20 tons on the first cradle with arms that extend according to the needs of the vessel. The second cradle caters for vessels up to 10 tons but do not have the arms to support the vessel. If you have your own provisions for a trailer, arrangements for haul out are

at your discretion. A crane that caters up to 4 tons is available for hire. A loading & fuelling Dock is located in front of the TOTAL Bowser and accommodates fuelling for all registered and visiting sailing vessels to the club, loading and off-loading of registered private sailing vessels only.

## Safety

Every boat has to have its name clearly displayed so it is easy to identify in times of emergency. There is 24-hour security on site.

## Provisioning

Suva City is only a short distance by bus or taxi. Here you will find supermarkets, hardware & electronic stores and a bustling fresh fruit & vege market. There is a post office, banks, butchers, internet cafés, doctors, dentists, pharmacies and clothing stores.



## Attractions

The Club's Bar Complex is exclusively for members and their guests, registered guests to the club and reciprocal members. The bar offers snacks, music and television (including Sky TV for sports enthusiasts). The Bure Bar & BBQ area is very popular with the outdoor 42"TV screen regularly screening sports events like Super Rugby. A barbeque set is available for use in this area for a small fee.

The club operates 7 days a week and is limited to the laws of the day. Happy hour is on daily from 6pm to 7pm. During the day sensible casuals are permitted and from 1800 hours onwards, smart casuals (dress shoes, sandals, collard t-shirts and shirts) are required. The wearing of hats by males in the bar area is forbidden and the penalty for doing so is to buy a round of drinks for every patron in the bar at the time! ■

goodman fielder 

CENTRAL: Shalimar St, Raiwasa, Suva.  
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# SAILING TAU

## A Fijian Family Circumnavigate the World

by John Philp

*'TAU' is a 90 ft ketch rig of steel construction and fiberglass sheathed. Launched in Suva, Fiji in 1972, TAU was built by C. E Philp and finished at Pattons Boatyard in Sydney, Australia.*



*TAU at full sail, Captain & Crew to Brisbane, Lizard Is. Gt. Barrier Reef and Lizard Is. climb.*

I've been asked to put together some words on the twentieth anniversary of the Fijian yacht 'Tau' completing a sailing circumnavigation of the globe in 2000. The trip started in 1999 and over 18 months she covered 27,000 nautical miles.

On board was Capt. Anthony C. Philp, his wife Lydia and their two daughters - Michelle and Kristy. The writer of this article John Philp and Sefo (*Seforana Fatnifiu*) rounded out the core crew. Sefo, who was Rotuman was Bosun and had served on Tau since her launch in the early 70's. He probably spent as much time with that yacht as any human ever has with a sailing vessel. In fact he was offered a break during the trip but preferred to stay with

*Left: TAU's arrival at Borabora*

the yacht. In return Captain Tony suggested flying Sefo's daughter Monifa Fiu to join us, which she did (in Cape Town), and sailed across the Atlantic and Pacific Oceans back home to Fiji with us.

Sefo passed away ten years after we returned from the trip. He is missed. A true kawai (water-man), and a gentle human being who never had an unkind word to say about anyone. Stoic, good

humoured, and a great cook especially if the sea got rough. The more the yacht bounced around, the louder he would whistle and sing down in the galley. Usually by this time it was so humid with all the portholes closed below, cups and plates rattling after each green wave that came over the bow that no one else was keen to spend too much time down there. Sefo however was in his element!



The first question non-sailors invariably ask when you mention completing such a trip is, "Did you have any really bad weather, or tough situations?". Sure we sailed through some vast space, those blue bits on the globe in between all the land. It is however easier to complete blue water passages now than it was before the days of satellite phones and daily weather forecasts. For the most part one can sail around or delay passing through the rough patches.

In saying that there are a few priorities we took care of each day under Captains watchful eye. Wear and tear on ropes was one of them. Long passages of up to eighteen days, 24 hours of rubbing and chaffing in one place will



invariably lead to breakages at the weakest points so we were vigilant to this, always.

We did have one unplanned incident in the Indian Ocean that could have ended up a lot worse than it did. Some hours out of Reunion headed West to southern Madagascar we had all sail up in a good breeze when the bottom back-stay insulator gave with a loud crack and the whole

ship shuddered as the rig went loose. Had the insulator totally given way we may have lost the main mast. Fortunately it didn't completely come apart. Captain Tony's first thought was to turn back to Reunion 62 miles away but in the end he jury rigged extra lines onto both masts to help take the load off the back-stay and Tau sailed on towards Madagascar with reduced sail.

For the non-technical, the main mast on Tau is secured and tensioned at the stern by a single stainless steel rigging wire. That wire (or stay in sailing parlance) also doubles as the antenna for the high frequency ships radio. There are ceramic insulators at the top and bottom of the stay so as not to have electrical current running through the wire.

*NORTHERN AUSTRALIA - John steering, Katherine Gorge, Michelle at the wheel and arrival at Cocos Keeling.*



*MADAGASCAR - Feeding lemurs, local children, bike tours, local canoes and a lobster dinner.*

In mid September 1999, as we prepared to depart Australia to sail across the Indian Ocean we were warned by Australian Customs that two yachts in the past weeks had reported menacing approaches by Indonesians off Darwin looking to board yachts. In anticipation of this threat we had arranged in Townsville to

take aboard a cache of expired projectile flares - they would do some damage should someone approach uninvited. We did have an Indonesian vessel follow us one afternoon some days out of Darwin so we took the precaution of shuffling the ladies below decks and the men presented themselves on deck walking

around with puffed out chests pretending we were bigger and more numerous than we were, but that was the extent of our excitement with would-be pirates.

Not so lucky for others we knew. Later in September we met a nice Australian couple at Cocos (Keeling) along with

*BRAZIL - Street urchins train surfing and Recife architecture.*





*SOUTH AFRICA - Table Mountain, giraffe heaven, Clifton Beach aerial and Table Mountain cable ride.*

their two young children aboard their brand new yacht 'Aphrodite'. In November we heard the disturbing news that they had been targeted by pirates ten miles off the coast of Yemen near the Suez Canal.

The pirates stopped the yacht by snagging the propeller in a net, shot the boat up with sub machine guns, stole all the electronic equipment and some jewellery, and left them adrift. Luckily the crew were not harmed.

The most interesting country we visited was Madagascar. For us she only existed in National Geographic magazines. Arriving there felt like we had sailed off the end of the earth. Madagascar was radical for us visually as 90% of it's wildlife is found nowhere else on Earth. Her plant life is equally bizarre. One might describe Madagascar as the poorest parts of India meets Dr. Suez, with a French accent, against a backdrop of some LSD-weird looking tree's and animals.

One morning we took the ships rubbish ashore in a garbage bag and asked a young man where we could take it. He offered to take care of it himself, then walked five

*Captain & Sefo at Mossel Bay.*



meters away and started rifling through it looking for food and useful bits. That was sobering.

We did share one thing - our languages derive from the same Austronesian source, some of our words were very similar so it was possible to communicate at times without resorting to French. Fascinating to know that Fijians and indigenous Madagascans are related - if you go back a few thousand years.

Hospitality towards us was incredible during our trip and we were the beneficiary of all of the goodwill that Fijians have created around the world through the generations. Sport crosses all oceans, it creates a bridge between people, and for us rugby was that bridge.



When people open their hearts and homes to you in foreign places, people you will never see again, it makes you a different person and influences they way you treat strangers. We all pay it forward even more now since that trip.

One of the things I miss is watching the moonrise at sea during a night-watch. Something you rarely see as a householder living back on land. I was on deck with Sefo for one of them. We were sitting under a clear sky with countless stars twinkling in the clear sky when we noticed them go dim like the lights in a cinema as the curtain opens. It was odd. I didn't realise what was happening of course. Soon after a head of orange peaked over the horizon, then an enormous ball of it began to rise majestically over the ocean. Later it turned yellow, and finally the familiar white of our moon when it was high in the sky. Very cool.

We had standard watches whilst making passages and

*CARIBBEAN - Mustique bar & beach , St Maarten sunset, entry to Trinidad and Trinidad coastline.*





*CUBA - Cuban rides, swimming with dolphins, Cuban cigars and factory.*

one of mine was the 4am to 6am solo watch. It was on one of those 4am watch starts that I enjoyed one of the profound experiences of the trip. As we sailed West we would from time to time sail off the end of one paper chart and onto another. So the charts got swapped. Captain would usually perform this function during his watch.

I woke just before 4am, the others were dead to the world except for Captain Tony, sometimes he would hang around for a bit after he briefed me on what was going on, other times if he had a rough night he would head directly below to rest.

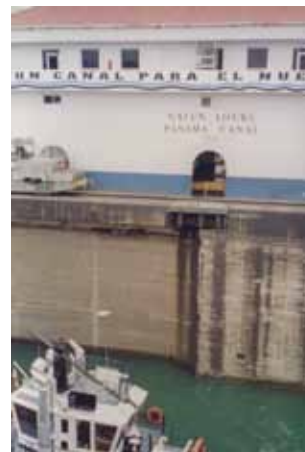
*ATLANTIC - St Helena fountain and 700 Steps aka Jacob's Ladder.*

I stumbled over to the chart table rubbing sleep from my eyes. All was dark except for the instrument lights on the dash. A low voltage reading light poured a dull orange glow over the chart. I peered at it, and for the first time in a long while looked at a chart of Fiji. It was unexpected, after many months of looking at outlines of Galapagos, or St.



Lucia, or Rodriguez Island I was looking at the outlines of Viti and Vanua Levu as a visitor would. A more beautiful thing I had not seen in a long time.

Best experiences? Seeing the Dalai Lama speak in the Durban Town Hall. The wild beauty, and fabulous hospitality from the locals on Reunion Island, and surfing her famous breaks. The shark problem has become so bad there since we visited that there is a blanket ban on surfing the outer breaks now. The famous 'table cloth' on Table Mountain in Cape Town. Sailing past Robben Island, Nelson Mandela's dominion for much of the twenty seven years he spent behind bars during the apartheid era. Watching the local street

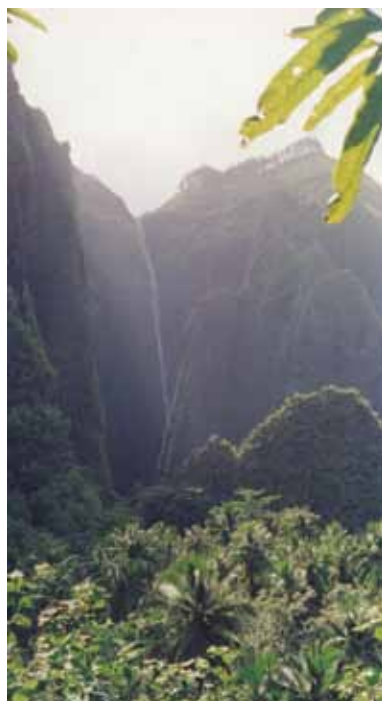


*PANAMA - Panama Canal entry & last lock.*

urchins train surfing on a hot day in the city of Recife, Brazil. Surfing alone with seals on the island of San Cristobal in the Galapagos. Spearfishing on Suvarov - an uninhabited

atoll in the northern Cook Islands where the sharks think they own the place. Cuba was incredible on so many levels! Too many great memories. I would do it again, loads of fun!

*SOUTH PACIFIC - Nuku Hiva highest waterfall, Sefo's catch, Marquesas voyager and arriving at Vavau, Tonga.*





*Cruising in the Fiji Group with Captain Carol Dunlop*

# CRUISING THE LOMAIVITI GROUP

Between the Lau Group & the mainland of Viti Levu



*A sailing event with traditional canoes hosted by Leleuvia Island Resort.*

This is the dive area of Fiji for serious divers. There are numerous world-class dives in the Vatu-i-ra channel, and at the fabulous islands of Leleuvia, Koro, Makogai and Gau. It's highly recommended to carry a dive guide as this is "experienced divers only". On the island of Ovalau you will find the old capital Levuka. It's like being in a time warp with many buildings standing just as they were



100 years ago. The Royal Hotel reminds me of something out of Somerset Maugham and a visit to the local watering hole, The Ovalau Club, has to be part of life's rich experiences. The leading lights, particularly the lower one on the main church spire, are the best in Fiji and are rarely out!

### LELEUVIA ISLAND

Leleuvia Island is nestled between Ovalau and Viti Levu. The Moturiki Passage that takes you into Leleuvia is a whopping 2.5 kilometers across, is unmarked but easily visible during the day.

With its golden sand beaches, you could be forgiven for thinking you were in the Yasawa's as Leleuvia sits just outside the Nausori, Suva rain belt and therefore enjoys an abundance of sunshine.

Leleuvia is a haven for indigenous coastal plants and vegetation that grow naturally on small low-lying islands.

The reefs around Leleuvia enjoy rich nutrients flowing down Fiji's largest river from the highlands of Viti Levu. The surrounding reefs are fed from major ocean currents and upwelling from deep sea passages with strong currents to calm inside reefs that form the habitat for large schooling fish like tuna, barracuda, trevally, snapper, black tip reef



*Levuka Coastline. Photo: Carol Dunlop*

sharks, hammerheads, manta rays, turtles as well as whales and dolphins.

Leleuvia has become the Fiji center for the revival of the art of traditional sailing and the only resort in Fiji where you can sail a traditionally designed "Camakau" outrigger canoe or a "Drua" double hulled canoe.

Leleuvia offers free moorings right off the beach. There are hot showers and toilets available on shore and plenty of fresh water if you need a top up. The daily bar 'Happy Hour' is from 5pm to 7pm.

### NAMENA

A visit in 2018 found the island devastated. There was nobody there and the whole island had been totally destroyed by Cyclone Winston 3 years before. The dive sites were badly affected but after 4 years hopefully the corals are coming back. Such a fabulous dive experience around these waters. Worth a visit anyway to see how the ecosystems are managing. Anchorage on the NW is around 80ft and watch for a few bombies.

### MAKOGAI

Makogai island has a very good anchorage in Dalice Bay which is currently used as the site of a Department of Fisheries clam hatchery and turtle head-start program. The island is state owned (although a sevusevu is still required) and steeped in history, as it was previously a large leprosarium serving the region. After cyclone Winston the island suffered major devastation on land and particularly on the dive sites. Annual humpback whale surveys around Makogai and Levuka, record sightings of migrating humpback whales, so do keep your eyes open.

### GAU ISLAND

Good anchorages and some more world class dive sites. Gau is the 5th largest island in Fiji covering an area of 136 sq km. There is an airstrip (unused at

times) at the southern tip of the island. The Rugby's 7's legend Serevi hails from this island.

Inside the Lagoon divers will need a guide with knowledge of the ideal times to dive. On the outer wall however, times to dive are flexible.

A sevusevu is required at the main village of Sawieke, approached only at high tide.

Waikama is a good village as is Lovu to the south. Hot springs can be found close by Waikama village.

Close to Waikama there is a new eco resort called Nuku resort in the Bay of Angels. Mantas can often be sighted in this location. The anchorage there is deep 100ft

### WAKAYA IS A PRIVATE ISLAND

Homestead Bay is now a Marine Protected Area gazetted by government and use of the bay as an anchorage is not permitted without prior consent from Wakaya management. Strictly no access to the beaches is permitted, with MPA boundary up to the high water mark and Wakaya private property beyond that.



*Makogai Children's Dance Group*

*Photo: Carol Dunlop*

**KORO**

Koro island is a very interesting island. Not well known but during WW2 the Americans practiced their landing for Guadalcanal on Koro. They tried 3 times before they got it right! We had a very interesting visit there this year 2019. The stories on the Americans testing their landing skills there are not well documented.

This year we went in search of the "story" and found that indeed this did happen in the village of **Nabuna** in the north. A lovely story was recounted to us during our visit. They actually do have two steel helmets left by two American soldiers that were left behind or absconded! Great village and very friendly. They actively welcome yachts. There are some lovely dive sites to the north of the village.

Koro Island is part of the Lomaiviti archipelago. The Koro Sea is named after this volcanic island, which has a chain of basaltic cinder cones extending from north to south along its crest. With a land area of 108.9 sq kms, it is the sixth largest island of Fiji.

Fiji Link has weekly flights to Koro, and there are ferry connections each week between both Suva and Savusavu. Charter flights through Pacific Island Air can also be arranged to the airport situated on the Eastern coast.



*Dere Bay Resort, Koro Island*

On the North Western tip of the island, you will find the Dere Bay Resort and the Koro Beach Resort. The beautiful residential development 'Koro Seaview Estates' surrounds Dere Bay, if you decide you cannot tear yourself away from the area. A deep but good anchorage can be found in Dere Bay, and also to the North of the island in southerly winds.

Cyclone Winston tore into this island and a great deal of reconstruction has been achieved over the past few years. However, they need all the help they can get. As of 2019 the village of Kandi is still living under tarpaulins.

**NORTH VITI LEVU - Inside Passage**

This is deep, clear and suitable for large ships. The channel is deep and wide. There are some good dives on the outer reefs and many places to drop the pick. Vatia Beach Eco Resort, Volivoli Beach Resort and Wananavu Beach Resort offer anchorages. Chart plotters are very accurate here.

**NANANU-I-RA ISLAND**

Hidden away from the rest of the world Macdonalds Nananu Beach Cottages and Bethams Beach Cottages are out of the way and the friendly staff and comfortable accommodation offer the weary traveler a place to relax and experience nature at its very best.



*Bethams Beach Cottages*



*MacDonald's Nananu Beach Cottages*

The Island of Nananu-I-Ra offers eight white sandy beaches, miles of unexplored reef systems and 870 acres of coves and bays to discover. Great swimming and snorkeling are only meters away from the doorstep of your cottage. It is of a little



*Wananavu Beach Resort, Rakiraki*

surprise that travelers from around the world often extend their stay on this lovely island. The cottages are spacious, fully self-contained and overlook the mysterious Nakauvadra Mountain range, legendary home of the Fijian Gods.

The departure point for the short boat ride to Nananu-i-ra. Boats from the island will pick up and drop off at Ellington Wharf.

Compared to the ever popular Mamanuca and Yasawa Islands, this place is very laid back. Enjoy uncrowded beaches (that are every bit as good as the finest in the Yasawas), and water sports activities that include kitesurfing, windsurfing, SUP, snorkeling, diving and game fishing. Your day can be spent snorkeling, swimming, kayaking, windsurfing, kiteboarding and fishing. Exploring or just lazing in the sun. Your night can be spent counting the stars, enjoying a barbeque with a cool drink and exchanging travel stories.

**Things To Do On The Island**

Don't expect this island to be the same as the Mamanucas (a list of daily activities posted on a board each morning). You do as much or as little as you like, with water sports predominating. With reliable trade winds for kitesurfing, close to top class dive sites, and sheltered sandy beaches on the leeward side, this is a mecca for water-based activities. Here are just a few of the highlights.

**Diving** - there are some terrific dive sites in close proximity to Nananu-i-Ra, which range from beginner to experienced. Several dive operators are based in this area and service all the lodges here, so just ask the staff at your accommodation.

**Windsurfing and Kiteboarding** - this is the place to be if you enjoy either of these sports or want to learn.

**Snorkeling** - there is snorkeling right off the beach. Swim at the end of the jetty, where the fish have become tame and will keep you company as you explore the corals. It is also possible to take a short boat ride out to some of the outer reefs for some exciting dives.

**Fishing** - either handline or charter the experts at Volivoli Beach Resort and chase Snapper, Rainbow Runner, Trevally and Spanish Mackerel.

Roughly midway between Nadi and Suva on the Kings highway, lies the coastal township of Rakiraki.

**WEATHER**

The NW side of Viti Levu can have enhanced Tradewinds (easterly quadrant) during the season. It can be 10kts up on other areas in the Fiji group as the winds whistle around the Vatuiria channel. With a forecast of 15kts you can have up to 25kts in this area. The Nananuiria anchorage area is inside the reefs and mostly in the lee of the island so that it is pretty protected for yachts anchoring. There are many good anchor spots inside the reef system all along the North Viti Levu coast. It's a lovely cruise in sheltered waters. Chart plotters are usually very accurate here. ■

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# Fiji's Fishing Regulations



While the state ultimately retains ownership of the ocean and her resources, the people of Fiji have been given tenure and the right to fish for subsistence from allocated areas of coral reef referred to as 'iQoliqoli'. All coral reef areas in Fiji are part of an iQoliqoli. Deeper water passages between the islands of Fiji are commonly outside of iQoliqoli areas.

Commercial fishing licenses can be applied for, much in the same way that you applied for your cruising permit—but as you are likely only fishing for your dinner, this will not be necessary. However, if you intend to fish for money or, for example, take guests on fishing charters, you will need a commercial fishing license. Enquire with

*"Qalova uaua na moka" (literally, swimming to the fish-wall while it's still high tide)*

A moka is a low stone wall built on a tidal flat in such a way as to trap fish when the tide goes out. To go there before the tide is low is to do something before its proper time, in particular for a child to do something that only adults should do.

*Fijian Proverb translated by Dr. Paul A Geraghty*

the Department of Fisheries office found in many of the administrative centers or at the ports of entry into Fiji.

If your yacht is berthed within one of the iQoliqoli jurisdictions (apart from a marina), you will need to present your *sevusevu* to the adjacent village and ask for permission to catch fish from their reef, rivers or streams.

There are many Marine Protected Areas (MPA's) within iQoliqoli that have been set up by the village. During your *sevusevu* presentation, you will be told if there are any protected areas in which you cannot fish, or if there are any specific restrictions, such as spear fishing.

There are strict laws prohibiting the use of underwater breathing apparatus to collect, take or dive for fish throughout Fiji. If you plan on using fishing nets, there are mesh size restrictions – again, enquire with the Fisheries Department for these regulations. The following information has been taken from the Fisheries Act Cap 58.

**No person shall take, be in possession of, sell, offer or expose for sale or export any of the following:**

**Beche-de-mer** (sea cucumbers) *Metriatyla scabra* (*Holothuria scabra*) (dairo) (sandfish).  
No person shall export, either in a natural or

processed form, any other species whatsoever of a length less than 7.6 centimetres [3 inches].

**Giant Clams** – *Tridacna derasa / squamosa / maxima*. (vasua) flesh, including adductor muscle or mantle tissue. **Trochas shell** - *Trochus niloticus* (sici) measuring less than 90 mm [3.5 inches] across the whorl;

**Pearl Oyster Shell** - *Pinctada margaritifera* (civa) of which the nacre or mother-of-pearl measures less than 100 mm [4 inches] from the butt or hinge to the opposite edge or lip.

**Giant helmet shell** - *Cassia cornuta* (yaga)

**Live fish of any kind;**

**Turtle flesh; Turtle shell** unless worked into jewellery or otherwise processed into a form approved by the Permanent Secretary for Primary Industries and Cooperatives.

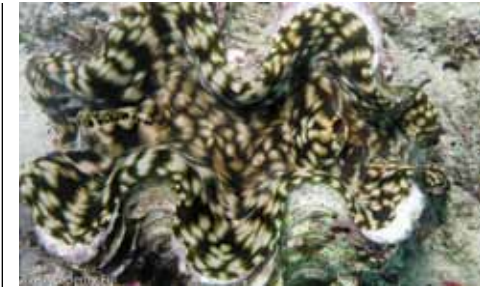
## GUIDELINES FOR OTHER SPECIES

### Turtles

The Fiji Fisheries Act prohibits the killing of sea turtles. Fiji has a national moratorium in place until January 1st 2019 that prohibits harassing, taking or killing of turtles or their eggs. Furthermore, anyone caught selling turtles can be fined FJ\$20,000 or face a prison sentence of five years!

### Sharks / Manta Rays

As of 2013, eight species of sharks and all manta rays are included in Appendix II of CITES. These include the basking shark (*Cetorhinus maximus*),



*Giant Clam. Photo: Dive Academy Fiji*

whale shark (*Rhincodon typus*), Great White Shark (*Carcharodon carcharias*), Oceanic whitetip shark (*Carcharhinus longimanus*), Porbeagle shark (*Lamna nasus*), Scalloped hammerhead shark (*Sphyrna lewini*), Smooth hammerhead shark (*Sphyrna zygaena*), Great hammerhead shark (*Sphyrna mokarran*) and Manta rays (*Manta spp.*).

### Humphead Wrasse

The humphead wrasse, *Cheilinus undulatus* (also known as the Maori wrasse, Napoleon fish or varivoce in Fijian), is a large and quite spectacular reef fish that can grow to over 140cms. They are easily overfished and so their presence on a reef may suggest that fishing pressure is not high. Considered a delicacy in East Asian countries the species has been heavily targeted by the live reef food fish trade. Listed as Endangered on the IUCN Red List, and included in Appendix II of CITES, here in Fiji bans are only in place for commercial harvest, sale or export. ■



*The Humphead Wrasse (Cheilinus undulatus)*

The Fiji Government has banned the fishing, sale and export of all species of Grouper (kawakawa) and Coral Trout (donu) during their peak spawning months, from June through to September to help revive these rapidly declining fish species. The ban is just a little longer than a traditional 100-night *tabu* placed on marine resources following the death of a chief in Fiji.

Any person or business found selling kawakawa and donu during the 4-month ban period can have their fish confiscated and could receive high fines:

- For individuals, an instant fine of \$10,000, with the potential of up to \$50,000 in fines.
- For corporations, an instant fine of \$20,000, with the potential of up to \$100,000 in fines.

The level of the fine can depend on the severity of the offense and will be determined by the Fiji Court System.

**Why These Fish?**

Kawakawa and donu breed each year, in large numbers, in the same places. These breeding sites were traditionally fished, but as the population and income needs in Fiji have increased, these breeding sites are being heavily overfished, leaving too few fish to restock Fiji's fishing grounds.

According to the Fiji Ministry of Fisheries, more than 80 per cent of Fiji's known kawakawa and donu breeding sites are either declining or have been lost. One study found fish landings of kawakawa

**THE 4-MONTH BAN on All Species of Grouper (Kawakawa) and Coral Trout (Donu)**

have declined 70 percent over 30 years, with some areas of Fiji hardly catching the prized fish anymore. Fishermen interviews tell the same story: These fish are harder and harder to catch in our fishing

grounds. We are losing these prized fish at alarming rates.

**What can I do if I see someone selling kawakawa and donu?**

The Ministry of Fisheries will need everyone's support to effectively enforce the kawakawa and donu seasonal ban. Right now, the town councils, the Fiji Police Department, Fiji Revenue and Customs Service and Fiji Navy are stepping up. But everyone can help, including fishermen, middlemen, market sellers, and consumers. We need to spread the word that the ban is in place. Let's give people a chance to do the right thing.

**And where we see it being sold, we can report it to the Ministry of Fisheries by calling:**

- Nausori Fisheries Office: 3476587 | 9966745
- Lami Fisheries Office: 3361122 | 9966752
- Lautoka Fisheries Office: 6665899 | 9966759
- Labasa Fisheries Office: 8812833 | 9966770

You can also help by photographing any kawakawa and donu on sale and sharing it on the campaign Facebook page ([www.facebook.com/4fjmovement](http://www.facebook.com/4fjmovement)). Please note the location, seller if possible, and time of day to help document the incident for the Ministry of Fisheries. ■

**What Species are Banned?**

There is a total of 27 species of fish that fall under kawakawa (grouper) and donu (coral trout). The fishing, sale and export (and associated activities such as transport) of all 27 species are banned under the Public Notice. The six most common kawakawa and donu typically caught are:



NAME: Brown Marbled Grouper  
SCIENTIFIC NAME: Epinephelus fuscoguttatus  
FIJIAN NAME: Delabulewa



NAME: Camouflage Grouper  
SCIENTIFIC NAME: Epinephelus polyphkadion  
FIJIAN NAME: Kawakawa dina  
Kasala, Kerakera



NAME: Blacksaddle Coral Grouper  
SCIENTIFIC NAME: Plectropomus laevis  
FIJIAN NAME: Lava



Name: Squaretail Grouper  
SCIENTIFIC NAME: Plectropomus areolatus  
FIJIAN NAME: Batisai

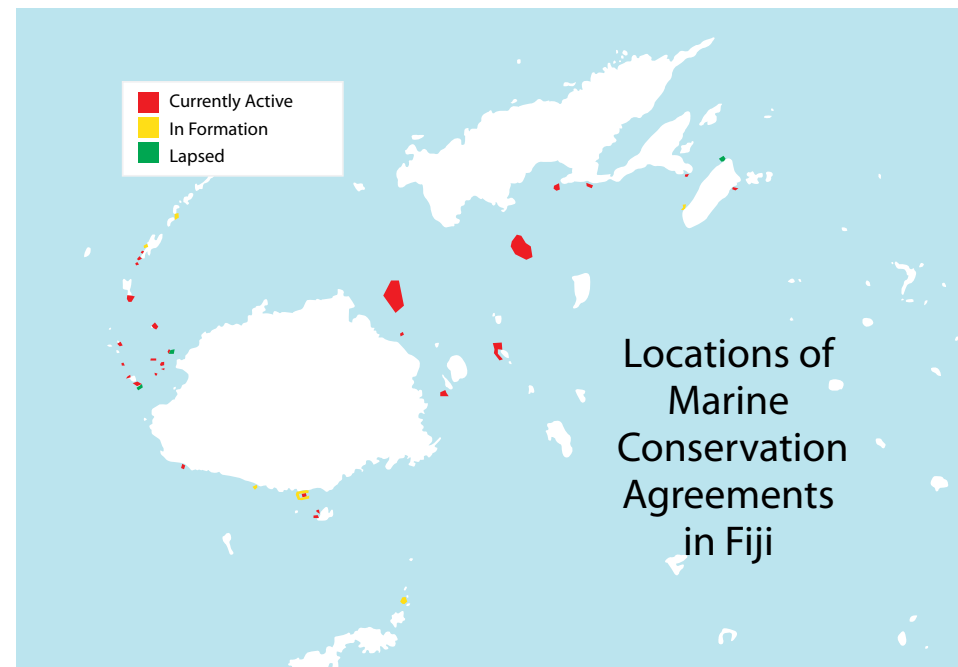


NAME: Leopard Coral grouper  
SCIENTIFIC NAME: Plectropomus leopardus  
FIJIAN NAME: Donu, Drodroua



NAME: Blue Rock Cod  
SCIENTIFIC NAME: Epinephelus cyanopodus  
FIJIAN NAME: Revua

For more information and the full list of the 27 fish please visit: [4fjmovement.org](http://4fjmovement.org)





Locations of Marine Conservation Agreements in Fiji

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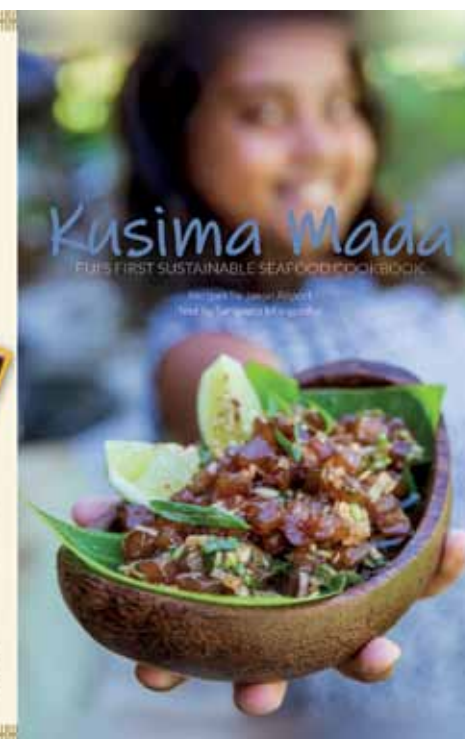
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- Dominion House (Thomson St. Suva)
- USP Bookcentre (Lautoka Campus, Suva)
- Fiji Museum (Thurston Garden, Suva)
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\*Kusima Mada Cookbook is the Winner for Fiji in the Gourmand World Cookbook Awards of the category CE3 South Pacific. The cookbook is now qualified to compete for Best in the World in the same category with finalists from other countries. This year a total of 225 countries participated in the competition.





# Coastal Plants of Cultural Importance

## Coconut Palm

Scientific name: *Cocos nucifera*  
Fijian name: Niu

**C**oconut palms, which inhabit coastal regions of most islands and atolls in the Pacific, are a prominent feature of the Fijian coastline. Coconut palms are very tolerant of salty soils, with a preference for sandy ground. They are able to grow at altitudes over 1000 m, but they hardly fruit at all at altitudes over 400 m.<sup>1</sup> The fruits hang in clusters, and the mature seed is filled with 'meat' and 'milk'. A coconut is not a nut in the botanical sense, but rather a fruit of the same type as a peach. Coconut palms can yield 1 or 2 coconuts per week *all year* in the right conditions. When the husk is removed from the coconut, three holes can be seen in the surface through which the root emerges when the coconut seed germinates. Large young coconuts can contain 1 litre of coconut water (*bu*).



Above: Villagers from Navatu in Kubulau building a traditional bure from palm thatch. Photo: Stacy Jupiter

Right: Copra meat is dried to be processed for oil. Photo: Stacy Jupiter



Coconut palms have become a symbol of tropical island life. Photo: Keith Ellanbogen

There is an old Fijian expression: “useful as a coconut tree”. Indeed, the coconut is one of the most useful trees in Fiji and across the Pacific. From the shoot to the root, all parts of the coconut plant are used: the meat and flesh provide food and water; the leaves, or fronds, can be fashioned into baskets, bags, brooms, roof thatching, and walls for traditional houses; the trunks provide timber; and the roots have medicinal value.



Woman of Macuata-i-Wai village, Macuata Province, preparing lolo from grated coconut. Photo: Keith Ellanbogen



Woman of Naviavia village, Wailevu District, weaving a basket from palm leaves. Photo: Margaret Fox

Coconut flesh can be processed to derive coconut milk (*lolo*), or it can be dried to make *copra*, the product from which coconut oil is extracted. Coconut shells are used to make cups (including the ones used for kava drinking), ornaments, and jewellery. The husks can be fashioned into *sennit* (braided cord) and serve as a good source of firewood fuel. Even the inflorescence (the cluster of flowers that will mature into coconut fruit) is used to make an alcoholic beverage called ‘toddy’.

The coconut is still widely used in Fiji, and some rural Fijian communities rely on the *copra* industry to sustain themselves financially. To make 1 tonne of *copra*, it takes around 6000 coconuts.<sup>2</sup> Unfortunately, the parasitic coconut beetle has caused a lot of damage in Fiji’s coconut plantations, threatening the viability of Fiji’s *copra* industry.



## Pandanus

Scientific name: *Pandanus tectorius*

Fijian names: *Vadra* (‘Vandra’), *Balawa* (‘Mbalawa’), *Voivoi*

**Pandanus** is a palm-like tree with aerial roots, adapted to a very wide range of light to heavy soil types. Female flowers resemble pineapples, and the resulting fruit is made up of many fruits fused together, measuring up to 25 cm in diameter. The useful leaves grow over 1 m long and have sharp-toothed edges; one tree can yield up to 300 leaves in a single year.<sup>3</sup>

The pandanus is a very useful tree in Fiji, and there are many varieties of this species. The wild variety, which is locally called *vadra* or *balawa*, grows into a tall tree and produces a

Above: Ladies of Namalata village, Kubulau District, preparing pandanus leaves for weaving. Photo: Margaret Fox

Right: Coastal Pandanus tree. Photo: WCS

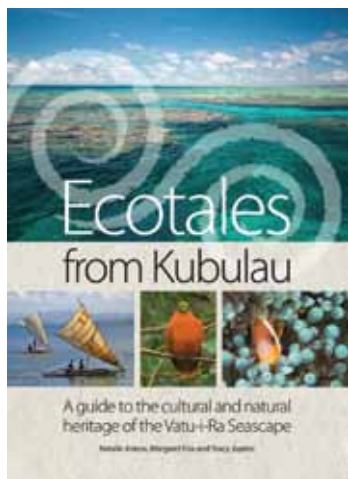




Pandanus leaves hanging to dry in the sun. Photo: Nick Askew



Hibiscus flowers are also prized for decorations. Photo: WCS



sweet-smelling edible fruit that is a popular food for birds and bats. The leaf of this variety is used as rolling paper for making cigarettes, or *suluka*, in certain parts of the country.

The cultivated type of pandanus, called *voivoi* in Fijian, is used for weaving, and particularly for mat weaving. There are several stages of *voivoi* preparation. First, the green leaves are removed from the tree, boiled, and dried out in the sun. After the leaves are dry, they are softened by running the edge of a large mussel shell along their surfaces. When the leaves are soft enough for weaving, each *voivoi* leaf is split lengthwise into the desired width for the project.

## Hibiscus

Scientific name: *Hibiscus tiliaceus*

Fijian name: Vau

**Vau**, a coastal tree belonging to the *Hibiscus* genus, has been an important plant to Fijians and other Pacific Islanders for centuries. Its seeds float and are very resistant to salt water, hence its wide distribution. It tolerates salty waterlogged soil and is therefore well adapted to grow on beaches, by rivers and in mangrove swamps. This tree produces colour-changing flowers throughout the year: when the flowers open they are yellow, but they turn red during the day.

In Fiji, the bark of this tree is used for making *yaqona* strainers, garlands, cords, and skirts that are similar to hula skirts. The bark is stripped from the tree and soaked in sea water for about a week before it is hung to dry out under the sun. After the bark is thoroughly dried, it separates into paper-thin layers of smooth fibres that are a golden hue.

Excerpts from *'Ecotales from Kubulau' - A guide to the cultural and natural heritage of the Vatu-i-Ra Seascape*. Written by Natalie Askew, Margaret Fox and Stacy Jupiter. 100pp. Available at the University of the South Pacific Book Shop.



# Yadua Island & Yadua Taba

16°48'58.05" South | 178°17'9.14" East

You may well be wondering why your cruising permit excludes Yadua Taba

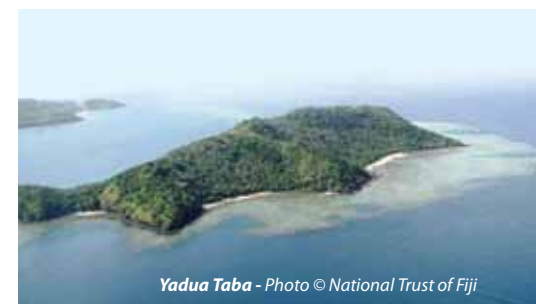
**W**ell... Yadua Taba (Yan-do-a Tam-ber) is a small volcanic islet at the south-west corner of the larger island of Yadua. A signboard made from dried wood stands on the beach reads 'Wildlife Sanctuary, No Entry'.

After the discovery of a crested iguana on the tiny island back in 1979, and the public interest that followed, the National Trust of Fiji secured a management agreement to the uninhabited island and surrounding coral reefs, and established it as Fiji's first wildlife sanctuary in 1980.

The Crested Iguana (locally known as 'Vokai') is one of the rarest, and to some, one of the world's most attractive lizards. The species is endemic to the Fiji Islands where it is now restricted to less than 10 of the 300 or so islands of the archipelago.

Yadua Taba is special for another reason in that it contains a large strand of the Tropical Dry Forest Vegetation, one of the most (if not the most) endangered vegetation types in the world!

The sanctuary has the largest and most impressive Crested Iguana population and it is the only wild location in the world where the population can be



Yadua Taba - Photo © National Trust of Fiji

viewed with certainty. More importantly, it is the location where the species has the best chance of survival – and hopefully greater than that, they will thrive!

It is for this reason that no one is allowed to visit the island, and landing here is strictly prohibited, unless approved and guided by the National Trust. Due to the 'Critically Endangered' status of the Fijian Crested Iguana (IUCN Red List), their listing on CITES Appendix I and threats from disturbance, a 'community watch' program was initiated, with regular policing by National Trust Rangers and the local community. These rangers are charged with protecting the island on behalf of the National Trust and there is high chance that you will be visited by one if you're anchored within the Yadua waters. ■

### VISITATION

**For entry to the island, you will need to seek permission from the National Trust of Fiji.**

3 Ma'afu Street, Suva.

PO Box 2089, Govt Buildings, Suva, Fiji

Tel: (679) 330 1807 | Fax: (679) 330 5092

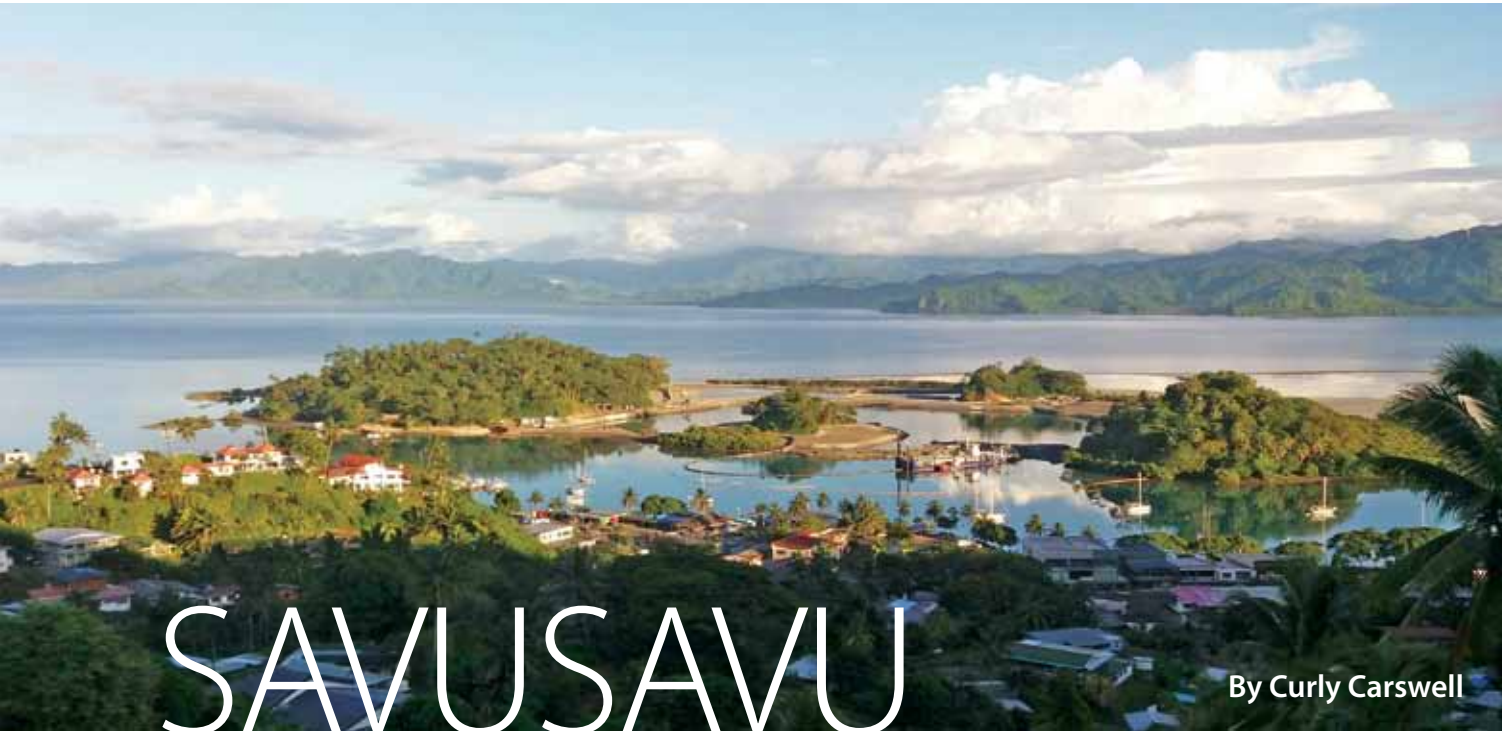


The Crested Iguana. Photo © Stacy Jupiter

1 Watling D (2005) Palms of the Fiji Islands. Environmental Consultants, Suva, Fiji. 192 pp.

2 Bourke RM, Harwood T (eds) (2009) Food and Agriculture in Papua New Guinea. Australian National University, Australia.

3 Thomson LAJ, Englberger L, Guarino L, Thaman RR, Elevitch CR (2006) *Pandanus tectorius* (pandanus), ver. 1.1. In: Elevitch CR (ed) Species Profiles for Pacific Island Agroforestry. Permanent Agriculture Resources (PAR), Hōlualoa, USA. www.traditionaltree.org.



# SAVUSAVU

By Curly Carswell

*Photo: Delia Rothnie-Jones*

Savusavu is a yachts person's "Hidden" paradise where the day starts at 0800 VHF 16 then 68 "GOOD MORNING SAVUSAVU!". This fun informative net provides weather updates, what's on - diving, tours etc. where to get whatever, Q&A from cruisers and lasts for 50-60 mins on Mon, Wed and Fri. However on Tues, Thu and Sat it lasts approx 25-35mins. No Vhf-net on Sundays.

Savusavu Town is small (population 6,000 approx). Over the years the town businessmen, Town Council, Savusavu Tourism, Government Authorities and the Yachting Industry have worked together to provide a unique "Holistic Yachting Destination", that provides almost all a yachts person needs.



*Photo: Delia Rothnie-Jones*

With the new inclusion of Nawi Island Marina and it's 130 fully serviced berths catering for 10/85 meter mono-hull yachts, catamarans and some super-yachts the difference to Savusavu will be huge!. Especially with it's 75 ton travel-lift & hardstand, as well as long term dry storage enabling more yachts to stay year round.

There are few remote island yachting destinations in the

## Bula! and Welcome to Fiji's Hidden Paradise

Dating back to the old sailing ships era of the 1800's Savusavu on the southern coast of the Island of Vanua Levu Fiji Islands has been a favoured port when crossing the South Pacific going west.

Today Savusavu is an International Port of Entry for Fiji, and hosts over 200 cruising yachts a year by being one of Fiji's most friendly destinations, delivering a hassle free and quick "Check-in" experience. All 4 marinas monitor VHF 16

and can facilitate check-ins with just a VHF call from you. The current marinas are Copra Shed Marina, Waitui Marina, Savusavu Marina and soon Nawi Island Marina & Shipyard, a soft opening is expected during the 3rd quarter of 2020.



*Photo: Delia Rothnie-Jones*



*Photo: Brett Monroe Garner*





Photo: Monica Laurence

South Pacific that can provide the following:

### Business, Health & Travel

There are 3 banks all with 24/7 ATMs. These are Westpac, ANZ and the Bank of the South Pacific. 3 international internet providers supply affordable internet options (*cheaper than our international neighbours to the east and south of Fiji*) and WiFi is often free.

Local & international post, courier & freight services are available (*3-5 day ex USA/NZ/Aust*).

It is a one hour flight from Savusavu Airport to Nadi International Airport (*great for crew changes*) and 40 mins to Nausori Airport for a quick trip to Suva. Getting around is easy with the inter-island ferry services being very affordable,

frequent bus services and many taxi fleets closeby.

Savusavu has a hospital, ambulances, a dentist, pharmacy and a private medical centre (*which has thermal hot pools and massages available*).

### Restaurants & Cafés (Licensed & BYO)

It is almost cheaper to eat out than to cook your meals onboard. There are 5 very popular international quality restaurants, then perhaps 15 or more local restaurants serving tasty Indian, Fijian, Chinese and European dishes.

The most common remarks from new yachting arrivals from off shore is that the food is just awesome and so much more affordable compared to countries east of Fiji.

## Food & Liquor Provisions

Food provisioning is easy with 3 large chainstore supermarkets all with liquor departments. There are also 3 smaller sized supermarkets and even smaller general stores dotted around town. There is a butcher, 2 bakeries and 2 specialty food & liquor stores. One of them has a nice delicatessen section.

The large fresh produce market always has a wide selection of in-season vegetables and fruits. You can also find frozen fish and yagona (*kava*) which you need when cruising the outer islands.

### Yacht Maintenance & Parts

In Savusavu there is a well stocked chandler, with a second chandler expected to be opened in late 2020/2021. There are facilities for refueling, watering and mechanic's for both outboards & main engines, AC & DC electricians as well as refrigeration techs.

A fitting & turning shop with another expected to open in 2020/2. There is a general engineering and welding shop and a number of automobile garages in town.

There are 8 well-stocked hardware stores and some stock 12v batteries. Cooking gas is available 7 days a week. Canvas work available BUT serious sail repairs are bagged and couriered to either Suva or Nadi (*rapid turnarounds are possible*).

It is important to understand that specific yacht make/model spares will need to be ordered from off-shore i.e. USA/NZ/AU/EU some (*not all*) of our International Courier Services are very efficient and parts can be delivered to Savusavu yachts in 3-5 days from order/payment.

## Savusavu has a bright future!!

The next year to 18 months will see some incredible investments coming into operation in Savusavu that will change the traditional scope of yachting in Savusavu. Nawi Island Marina & Shipyard will have a positive impact that will be immense.

The Town Council is building a new 2 story building that will also house the new



Photo: Delia Rothnie-Jones

vegetable, fruit & fish market. A supermarket is also being considered.

A new hotel to cater for the expected increase in yacht arrivals. There will be improved infrastructure, improved facilities in regards to engineering, electrical and refrigeration repairs with parts backup we don't enjoy currently.

Hopefully increased tourist flow will see increased flights and ferries etc. And finally there will be increased jobs and increased income for Savusavu Town. For a cruiser it will be an exciting time to visit Savusavu and Fiji.

**WARNING:** Savusavu is a special place, it's easy to want to retire here and swallow the anchor!!



Photo: Delia Rothnie-Jones

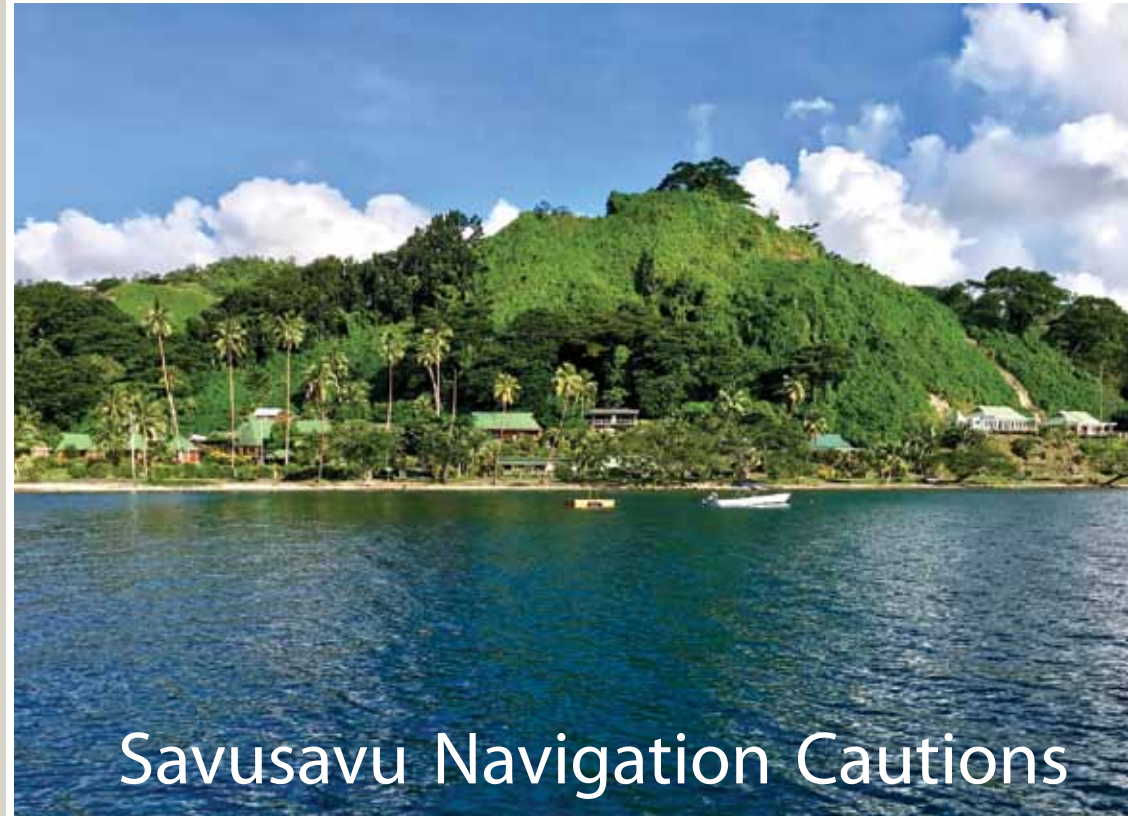
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- All services available including power to 400amp 3 phase
- International Marina Management
- Storm engineered Harbour for wet season mooring
- Agency & Provisioning services onsite
- Immigration & arrival services in Savusavu

Restaurant, Bar and Café construction to commence immediately following berth completion. Boatyard with 75t wide body Travelift to open in 2021.



# Savusavu Navigation Cautions

Savusavu Coastline & Daku Resort

- ◆ The Point Passage light lies on the INSIDE of the reef, about 50 meters east of the actual end of the reef. Chart legends show it as being a lighthouse, in truth it is more on the lines of a light standard sticking up on the reef. It is mostly, but not always, lit.
- ◆ The reefs on the west side of Point Passage only break with a West to Southwest swell. In other words, although the reef passage is almost a nautical mile wide, there is such a thing as too much caution in leaving a wide berth to the light. Charts/GPS's are accurate here to Savusavu Town.
- ◆ From the Point Passage light, you cannot see Savusavu, but you will see the Copra Mill in Balaga Bay in the distance, continue down the coast but be aware there are Pearl Farm buoys between Point Passage and Savusavu at night you will see a major glow of the town as you get closer. After sailing 3 miles from Point Passage call the relative Marina [1 of 4] you wish to arrange "International Checkins" with on VHF 16.
- ◆ Nakama Creek is the Mooring and Berthing area for Savusavu, it's entrance is between the large concrete Ferry Ship Wharf and Nawi Island. Do not anchor out from the Wharf as ferries come and go day and night.
- ◆ MSAF-Maritime Safety Auth Fiji have installed Lateral Navigation Markers for the "new Nakama Channel", Port Hand - Red with blinking light and Starboard Hand Green blinking light, on the MSAF Markers there are a "NO WAKE" notices.

# Things to See & Do in Savusavu



## Liquidstate Freediving

Tobi Bernhard and Neelam Ratan will take you into a glorious other-worldly realm of freediving – diving down into the ocean on a single breath with no specialist gear. Whether you are a snorkeler wanting to spend more time at depth or an advanced freediver wanting to increase breath-hold time and depth; whether you are a spearfisherman wanting access to bigger targets deeper down or a surfer who wants more breath-hold confidence to tackle bigger waves; whether you are interested in the meditative and relaxation aspects of apnea and pranayama yoga or you are a gas guzzling scuba diver wanting to improve air consumption and become a safer scuba diver – the promise from Liquidstate Freediving is of helping you to unlock your body's potential to dive on one breath. Freediving is not an extreme sport and is extremely safe to learn and practice following AIDA standards. *Contact: liquidstatefreediving@gmail.com*



## KokoMana Chocolate Farm & Factory

KokoMana Farm & Chocolate Factory offers a unique chocolate experience with its tours taking you from 'tree to bar'. Owners Richard Markham and Anne Moorhead have created a fascinating experience, starting with a walk through carefully selected cocoa varieties growing in the forest plantation, and finishing with their hand-made fine-flavour chocolate. Anne travelled to South America to learn the finer techniques of chocolate making, and now produces a range of delicious dark chocolate flavours. They explain the principles behind agroforestry, which encourages biodiversity within a sustainable farming system – as evidence you'll see and hear many native birds, insects and more. Tours end with a tasting and the opportunity to buy chocolate. KokoMana Farm & Chocolate Factory is just 2km from town, in the forest behind Daku Resort. *T: 298-9426 | E: kokomanafiji@gmail.com*

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## Nadamole Healing Pools

The village of Nadamole, 5 km on the road west out of Savusavu, has opened itself up to visitors, offering a bathe in its healing pools of Naseruseru. The river runs down the mountainside into a glorious pool of refreshing water, deep enough to jump into from the rocks. The belief is that only the pool has the healing quality – the river above it is just ordinary water. The villagers give you a rousing welcome – you can come just for the pools, or if there's a group of you they will put on a full *meke* (traditional dance) and *kava* ceremony. You can also hike up the mountain path beside the river. Well worth a morning or afternoon. *Call Inoke on 976 6016.*

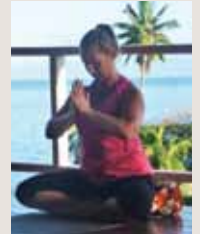
**DAKU RESORT** offers a wide choice of things to do throughout the year. The resort is located about a mile from the harbour - an easy 25 min walk or a F\$4 cab ride which takes 5 minutes. Non Residents are welcome to join in, but must pay for and participate in the whole course of your choice. **ALL SKILLS WELCOME!**



**Pop Art**  
with Dale Leach  
**19 – 26 Sept 2020**  
Dale Leach's course in Pop Art is a lively, absorbing foray into a whole new way of capturing images.

The final result is deceptively simple, and Dale will guide you through the techniques of constructing those bright, focused paintings that leap out of the canvas and tease the imagination.

**Nurture and Nourish Body and Mind**  
with Gabrielle Boswell  
**18 – 25 July 2020**



Gabrielle's Yoga in Fiji week is paced to offer a gentle, meditative practice that allows you the opportunity to sink deeper into the asanas and gain a thorough awareness of your body's needs.



**Watercolours outside the Square**  
with Charles Sluga  
**18 – 25 July 2020**

Charles Sluga's workshops explore the world – not just the world of watercolours, but the world around him. This workshop celebrates the tropical landscapes of Fiji and the warm hospitality of the people of Savusavu.

Visit: [www.dakuresort.com](http://www.dakuresort.com) and find something that you've always wanted to have a go at.

# Curly's Creations

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# The Copra Shed Marina

16° 46'7" South | 179° 20'0" East



Tim Eden photo

The old Copra Shed Marina that was built in the 19th century, is a major landmark in Savusavu. Renovated in recent years it now houses the Savusavu Yacht Club. Historical photographs depicting the 'Sheds' past adorn the walls of the building.

## Facts & Figures

The Copra Shed Marina has 8 stern-to-wharf berths for vessels up to 20 metres. Water and electricity are available at these berths. Seventeen moorings are available for vessels of varying sizes. The Copra Shed Marina also has a new floating dock berth facility for thirty vessels of up to 20 metres.

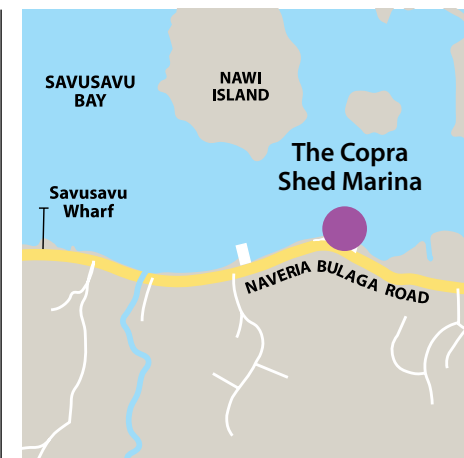
## Safety

The Nakama Creek is well sheltered from strong weather.

## Visitor Attractions

**The Captains Café** – specializing in some seriously good pizza but also catering for other international tastes.

**The Captains Table** is located on the waterfront of the marina and offers a wonderful wine and dine experience.



PO Box 262, Savusavu, Fiji  
 T: +679 885 0457 | F: +679 885 0989  
 coprashed@connect.com.fj  
 www.coprashed.com.fj  
 VHF Channel 16

### Services & Facilities at a Glance



Savusavu Yacht Club. Photo: Monica Laurence



Sundown at Namaka Creek. Photo: Monica Laurence



Captain's Café. Photo: Delia Rothnie- Jones

The Copra Shed is also home to the **Savusavu Yacht Club Bar** that provides delicious cold draft beer and a fine selection of wines and spirits. Overseas visitors can become temporary members of the club upon payment of a small fee. The Club hosts various sailing regattas throughout the year including Optimist sailing events for the kids and some Laser sailing. Merlin Trailer Sailors are also greatly enjoyed by some of the club members.

**The Art Gallery** offers creative works of local artists, souvenirs and some beautiful jewellery if you need to pick up a nice gift for someone special.

#### Services & Facilities

The Copra Shed Marina will arrange for Border Control agents to board and clear your yacht. Repair and maintenance services such as sail repair, refrigeration and electrical works can be arranged upon request.

Jerry cans can be filled with water at the dinghy pontoon while water in large quantities is available at a designated dock for FJ\$5 a fill.

Any mail you have sent to the Copra Shed mailbox can be collected from the marina office. Wi Fi internet is also available.

#### Accommodation

The Copra Shed Marina has three lovely rooms that are available to rent on a nightly or weekly basis.

#### Getting Around

Taxis swarm the town and flagging one down from outside either marina, or anywhere in the town is easy. The main bus station in the town centre sees buses leaving regularly for places as far afield as Labasa, Nabouwalu, Buca Bay and even (inclusive of a ferry ride of course) over to Taveuni. ■

## Waitui Marina

Waitui Marina is the first marina after passing the main large concrete ferry wharf when entering Nakama Creek. They provide a boat and boatman to meet and greet on arrival from off shore and will bring the authorities out to your yacht. This marina has no berths but has 24 genuine single pin American made Helix screw moorings. 12 are available for the cyclone season. In the Waitui building there is the marina office, a DHL Courier Office, a laundry, café, frozen meat & fish shop and the Waitui Club. ■

PO Box 465, Savusavu, Fiji  
 T: +679 885 3057 | AH: +679 835 3913  
 waituimarinafiji@gmail.com  
 VHF Channel 16



## Savusavu Marina & Boatyard

Savusavu Marina & Boatyard is at the end of Nakama Creek. They are very popular as they have 20 Cyclone Moorings all have 4 meter - triple pin heli-coil screws that are exceptionally well maintained. In addition there are 8 berths on their pontoon with limited water and power. Ashore there is the marina office, a toilet, shower, kitchen, freezer and a washing machine that clients can use. There is an engineering workshop on the property. ■

PO Box 186, Savusavu, Fiji Islands  
 T: +679 8853 543 | F: +679 8853 422  
 savumari@connect.com.fj  
 kilowen@connect.com.fj  
 VHF Channel 16



Photo: Brett Munroe Garner



Entrance to Namaka Creek. Photo: Tim Eden



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*Cruising in the Fiji Group with Captain Carol Dunlop*

# CRUISING TAVEUNI AREA, VANUA LEVU KIOA, RABI & THE RINGGOLDS



*Kioa. Photo: Carol Dunlop*



Taveuni is famous for its spectacular waterfalls, varied bird watching, and world-class dive sites. Here you will need a dive guide as the correct tide and current is essential to see the 'Rainbow Reef' and the white coral flowers open on the sheer 'Great White Wall'. Good anchorage areas close to the Rainbow Reef dive sites are Viani and Vatudamu bays.

Buca Bay on mainland Vanua Levu also offers a very good anchorage in bad weather with good holding ground and is also a great spot for a seaplane to land when transporting guests to and from your vessel.

While in the area, you should spend some time exploring. Be sure to include a visit to the two islands in Fiji that are populated by displaced South Sea Islanders, namely Rabi and Kioa.



Left: Catherine Bay, Rabi. Right: Matagi Island anchorage. © Carol Dunlop



Rabi (Rambi) where you can meet the inhabitants who are displaced Banabans from Ocean Island, in Micronesia. Phosphate mining devastated Ocean Island, so the British bought Rabi for resettlement. Though Fiji citizens since 1945, they still speak in their native tongue - Gilbertese, and their lifestyle preserves age-old traditions. Their dancing is very unlike Fijian dancing; more Polynesian in style and very stimulating! The sailing canoes still in use are a pretty sight.

Catherine Bay in the south is a very good anchorage. The wharf has been completely destroyed by the cyclone Winston but a dinghy can safely land on the beach nearby. Be sure to visit the local elder who lives close by to ask permission to visit the village. There is no sevusevu but he is charming and only wants to know where you are from and have a chat.

The Methodist church is huge and used for all sorts of important venues. They have a serious brass band in the village and the Rabi dancers sometimes perform here.

Nuka on the western side is the main village where you can enquire about the dancers and is the home of the Rabi council.

To the North is the magical Albert Cove. Usually there is only one family in residence but not on a regular basis. The Rabi Islanders make a coconut toddy but beware of the mature potion!

Kioa is an outlier to Vanua Levu. Situated opposite Buca Bay. It is a freehold island purchased by settlers from Tuvalu, who arrived between 1947 and 1983. Their skill in fishing is as legendary as their artisans and handcrafts. The village is spotless and the people welcoming. An elder will escort you around and tell you stories about the past. There is no sevusevu here as in Rabi.

A recent village visit in 2019 showed a stark contrast with previous visits. The village was immaculate. The houses; the raras and druas were well presented and the villagers forthcoming. We had a great time and it proved to be one of the great revisits.

To the south of Kioa is 'Sau Bay Fiji Retreat. An Eco Resort' run by fifth generation locals Nigel and Carol Douglas; the anchorage is good, especially for larger yachts and Nigel is the best guide for diving this area. He has piloted and led dives on many visiting super-yachts. However, please do get permission to land from the owners. They are a wealth of information on anything in these northern islands.

To the East at Waiyevo on the island of Taveuni you can find basic stores and provisions. Anchor well south of Korolevu Island to avoid the bombies and tender ashore. Fresh provisions can also be sought in the area.

The Bouma Heritage National Park Falls or Tavoro waterfalls are a worthwhile visit on Taveuni or trek the Vidawa rainforest trail. Lavena coastal walk is also a great excursion as is a visit to Civa Pearl Farm at Vurevure Bay on the east side. These places can be accessed from Matei via road in a taxi or truck – or tender into Navakacoa and take a truck ride from there.

The Waitavala water slide which is a great hit with kids and adults is accessed from Waiyevo.

The islands of Matagi (Matangi) and Qamea (Gowmear) located to the east of Taveuni also boast some excellent anchorages. Matagi is owned by Noel and Flo Douglas who have hosted numerous Superyachts over the years. This is a charming boutique resort with lovely beaches and great diving. A very good anchorage can be found to the south of the island. As this is a private island



Left: Sau Bay Fiji Retreat. Right: Ringgolds. © Carol Dunlop



you do need to ask permission to land and any arrangements should be made with the resort beforehand. If they are really busy they will not be able to accommodate anything more than a possible dinner ashore or a spa overlooking the water. Laucala Island, to the east of Matagi, is home to a private 7-star resort often frequented by the affluent and famous. It is considered one of the world's most exclusive private retreats. Previously owned by Malcolm Forbes the present owner heads the Red Bull energy drink company.

The island is magnificent to say the least and the facilities amazing. Anchoring in front of the resort or the beaches is strictly not permitted but Superyachts that wish to check their guests into the resort and have made arrangements may anchor off to the side in protected waters.

The Ringgold Islands are to the North of Matagi Island; the pass is deep and wide into the area. Your sevusevu can be presented to Yanuca (Yanutha) village.

Be sure to visit the Cikobia (Thikombia) Crater, and the deserted Raranitingga island is also worth a lunch stop. The anchorage to the NW of this island is very deep 100ft approx.

## NORTHERN VANUA LEVU

The channel along the Northern Vanualevu coastline is deep and wide.

It is really beautiful and rarely visited by yachts. There are some lovely spots including Kia island; Nukubati island private resort and many great river trips. Great for Kite surfing and fishing the northern reefs.

The Labasa river can be a navigational experience at low tide but a fun day out in the busy colorful town with great markets and curry shops.

## WEATHER

Taveuni is called the garden isle so does have its fair share of rainfall in the wet season around November to March. Tradewinds blow as usual and are stronger between June and August.

Once in the lee of Taveuni you do have protection from the swells. The current in Somosomo straits between Taveuni and Vanua Levu can be strong at times when you have wind against tide.

The Taveuni area has several good anchorages. Depending on the wind direction Catherine Bay; Buca Bay, Vanua Levu; Nasau Bay; Niviivi Bay, Gamea; Lali Bay, Gamea; all have good holding. ■



Nasau Bay, Vanua Levu. © Carol Dunlop



# Local Community takes Action to save the Ocean

Dive  
©B. Schulz



An area of 1km<sup>2</sup> at Tivi Island in Viani Bay is declared a “no take zone” to enable the setup of a coral farm by Dive Academy Fiji. The first two nurseries, installed in 2019, already show impressive results.

Although the Rainbow Reef is one of the last large pristine and intact reef systems in the world, the amount, sizes and variety of fish in the adjacent Viani Bay decreased over the decades. However, most families rely on fishing in the bay to feed their families – a vicious circle that gets resolved through a joint effort with Dive Academy Fiji. Dive Academy Fiji started their dive resort in 2017 with marine conservation being a major driver of the venture. First initiatives include volunteer teaching at the school, cleanups, taking locals for discovery dives and simply talking to the community

about the marine eco-system at their doorstep.

However, for the health of the ocean and an increased amount of fish for the locals, a next level is needed: A coral farm is the ideal instrument to re-grow the reef, provide a nursery for fish and thus benefit the whole eco-system in the bay and on the Rainbow Reef. Clean shores, where no waste is washed into the ocean - hence the cleanup activities – plus a no-fishing zone in the coral farm area are a prerequisite.

After he participated in a Coral Farming course with Reef Explorer Fiji in Sigatoka in late 2018, Jone Waitaiti from



Dive Academy, identified Tivi, a small uninhabited island in the bay as the ideal location for the nursery. Although part of the reef is dead, one side of the island features a healthy variety of hard corals, is shallow and gets enough water movement for baby corals to grow. Victor Bonito from Reef Explorer identified over 100 different species of hard corals off the shore in front of Viani Bay Resort and on Tivi Island, some very rare ones and species that can sustain higher water temperatures. A reassuring finding and ideal starting point for the project.

It was instrumental that Jone is a local, thus able to explain the long-term benefits of a no-take-zone and knowing the traditional ways to get approval. With the support of Jone Paulo, the area Headman, Tivi Island was declared a local MPA and the first two nurseries, or “coral hammocks” were setup in July and September 2019.

The two nurseries at the Tivi MPA are a 100% success: “All the corals on the nurseries are growing, the amount of fish around Tivi and in the whole bay already increased. Soon we will see larger sizes of fish as well”, states Jone Waitaiti. “We plan to set up additional nurseries and replant the corals around the bay.” Dive Academy also wants to setup moorings in Viani Bay, not only for the convenience of the yachts, but also to protect the newly planted corals, once propagated.







While Dive Academy provides the boat rides and material, locals are volunteering in setting up and maintaining the nurseries. Resort guests and yachties who anchor in the bay can support the initiative by visiting the farm or actively participate in planting corals or cleaning the nurseries. One of the supporters donated T-Shirts with the Rainbow Reef logo to resell. "As a start-up, we rely on funding to expand our marine conservation projects. We therefore charge a small fee for the coral farm activities and are grateful for any additional support", says Marina Walser, Dive Academy Fiji. ■

### Join & Support Coral Farming in Viani Bay

- Take a guided tour and join in planting or maintaining the nurseries: FJ\$30\*
- Buy a Rainbow Reef Coral Farm T-Shirt: FJ\$30\*
- The MPA may only be visited with a guide from Dive Academy Fiji.
- This includes anchoring/tying a launch, swimming, snorkeling, diving and kayaking.
- To protect the reefs please:
  - avoid breaking corals while swimming, snorkeling or anchoring
  - use reef-protective sunscreen
  - do not throw any rubbish in the ocean
  - bring organic waste to the local pigs
  - we take your rubbish bags to Taveuni for FJ\$10\* per bag

*\* The fees are used for further investment; direct costs are covered by Dive Academy, donations welcome*

**CONTACT: Dive Academy Fiji**  
**T: 7258167 or 7258184**  
**E: info@diveacademyfiji.com**  
**FB: Rainbow Reef Coral Farm or Dive Academy Fiji**  
**www.diveacademyfiji.com**



16°44.691'S | 179°53.561'E

# Dive Academy Fiji & Viani Bay Resort

info@diveacademyfiji.com  
 diveacademyfiji.com  
 M: 725 8184 or 7258167

**Yacht Services & Activities**

**Directly at Rainbow Reef & White Wall**

**Authentic Cultural Immersion**

**Coral Farming & Social Engagement**



The reefs on our planet are being destroyed at an alarming rate, due to climate change, storm surf, predation, human carelessness and over fishing - by Roberta Davis

As individuals or as groups we have the ability to help save reefs. 10 years ago some die hard volunteers and I started working on developing sustainable techniques through trial and error and a fair amount of error to create an elegant and simple solution. It is not only sustainable but affordable.

The simplest method that anyone can do is when they see a live broken coral fragment while they are snorkeling is pick it up and fit it snugly into an existing hole in the coral substrate. In a month it will calcify and take root and grow. It is wise to wear gloves.

However if confronted with a huge area that was at least a square kilometer as we were, a coral gardener needs to get proactive and creative. Skeptics would like to believe it is all nature.



Nature plays a huge part but it requires a helpful nudge from people to start it up.

Scientists have discovered that corals put out signals to corals floating in plankton indicating that this is a good place to live. If there are no corals or limited signals, they will keep floating in the current until they get a good signal. This concept was made apparent to us when we decided not to plant in one area that 10 years later has very little growth.

For the sake of continuity I have tried to have pictures of the evolution of the reef in the same area. That evolution is throughout the whole reef system with at least a hundred photos showing the progress.

Rather than discussing our learning curve, let's go straight to the simple elegant solution of hanging corals on ropes. It has been field tested for the last 7 years with spectacular results of turning a large area that was rubble due to cyclone surf, COT invasions, and bleaching into beautiful, thriving reefs. All funding for it came out of my slender pockets, so it is affordable and sustainable.

*Above: From the surface the layout of buoys that support the mother line. Our project was 17 buoys long. A: This photo is sample section of the reef in November 2013 that was wiped out by storm surf.*



*B: Same sample section in 2017 and C in 2019.*

### Before you set the mother line.

1. Check to see how the currents are running to assess the widest seed area possible.
2. Determine the best location according to water temperatures and topography.
3. The ideal growth and temperature range is between 3 meters and maximum of 7 meters, depending on water temperatures. The depth area for the anchors to be at least 10 meters deep so the corals can be adjusted to the perfect water temperatures by slacking off or tightening the buoy lines. The anchor line should have some slack to provide scope of tides and surf.
4. Study the area to see where small buds are trying to bloom instead of deciding where a new reef would be nice. I have learned from that mistake and didn't observe the new natural evolution of the reef and tried to replace the areas where the reefs were destroyed. I paid dearly during the next CAT 5 cyclone, which is always followed by a COT invasion.
5. Mother ropes are laid horizontal to the shore to get more seed coverage. The currents run east to west and the tides run in and out. In the process choose an area that has barren drop offs whenever possible.

### Necessary Equipment

1. Long line fishing line or similar gauge with knots about 2ft. to a meter apart. We used rope because it is easier to handle, but more costly.
2. Buoys.
3. Smaller gauge rope or you can use heavy gauge fishing line and put place knots in it.
4. Bags of cement to create large anchor block points for the main line. Dig a hole in the sand, pour the cement into the hole and bend some rebar into a horse shoe shape so you can attach the mother line. Depending on the size you will need some volunteers in the water to assist at least two strong divers to coordinate instructions between the divers and the boat for the placement of the anchor blocks.

**D:** We started with frags that were half the size of our thumb or a baby finger for the branching corals in mid 2014.

### Planting the Corals

STEP 1: Gather your coral frags and segregate the various species into long water tight containers filled with sea water. Don't get more frags than your team can string in a day and set up on the mother line.





STEP 2: Cut either heavier fishing lines or rope into 4-6 meter lengths to create your aux line for your coral frags.

STEP 3: Tie knots in the aux ropes at approximately 2 feet apart if using fishing line. Or open up the twines of the rope to complete the next step.

STEP 4: Utilizing smaller and more flexible fishing line fasten/tie one frag securely and tie it into the knot on the auxiliary line or through the open twine of the aux rope. The corals will grow around the fishing line but will not attach as much to the aux rope. Each auxiliary line should have approx. 3-6 coral frags spaced evenly apart depending on the species of coral and growth rate and optimal growing depth for particular species. Try to keep compatible or same species on the same auxiliary ropes.

**E:** By 2016 they looked like this. This photo also illustrates how you want to lay out your corals.

**F:** Here they are above in 2018. By now they have had a couple of years of spawning. The clever way of laying out your project is in line with the incoming and outgoing tides with the shore and in line with currents running horizontally to the shore, providing a huge seed area. Every year

they seed during the birth of the reef and hear lots of signals. The beauty is with each birth you have varying years of growth from buds to mature corals. The buds will withstand storm surf.

The ropes will survive storm surf because they are free swinging on the ropes enabling them to go with the surge. It is wise to place your mother line outside of the line of storm surf.

**G:** By 2019 they looked like this and the weight of them were breaking the ropes. SO we quickly removed some of the larger ones and put them on rope frames to secure on the bottom. The downside of that is it was flimsy and although it held together it took a lot of effort to transport it to the bottom.

**H:** Pictured is Scott Putnam who has been an invaluable volunteer throughout this whole project.

We knew that in September of 2019 we would have to dismantle the ropes and attach them to an artificial reef that is 800 sq feet. We used heavy galvanized screen, secured tie down straps and rope while we were on the surface so we would have easy attachment points for the

volunteer divers. We created 5x4 ft sections for easy transport and connected the sections onto cement blocks on the bottom.

The artificial reef was constructed in 20-25 foot depth and well past the storm surf zone in an area that was devoid of corals. If one has deep pockets they could forego the ropes and plant an artificial reef. The risk is frags retrieved from the shallows may go into shock due to the sudden temperature drop. Creating an artificial reef in the shallows puts it at risk of destruction during storm surf. If you are using a galvanized grid, it is wise to add a thin coating of cement, since zinc is present in galvanized products. Or instead use coral ropes and tie them to a cement block frame in a horizontal and criss cross pattern.

**I:** Here comes the fun part. Taking the corals off the ropes and transporting them to the artificial reef. **J:** Volunteers are working on securing the mature corals to the grid. **K:** Now we get to start all over again by growing more corals on ropes. They are of vital importance to rehabilitating a reef. Consider the coral on the ropes as a bank

account where you always have specimens that continue to seed the area. In 4 years they can be moved onto an artificial reef in a safe area while they continue to spawn.

**Benefits:**

The personal benefits of helping nature to grow a reef are awe-inspiring. One can't measure the sheer happiness of watching a reef evolve from rubble. The ones planted in the wild are rooting and putting out signals, fish are moving in, often a minute after you plant the frag. Any fish in the area are lined up with rent checks to move in. The rope corals are sending out seedlings and signals. The dynamic is set in motion. Before you know it the whole area is jam packed with corals.

It is great exercise, not only while you are planting, but also while you are checking on the reef. One can't help but smile because your heart is filled with joy, passion and incredulity. From an altruistic standpoint by nudging this beautiful evolution into motion, you have done something wonderful for the planet. It doesn't get better than that. You end up with reefs that look picture **(L)**.

*If you would like to experience our beautiful reefs or help with our coral gardening project visit us at Makaira Resort in Taveuni. If you would like to create or help a reef anywhere in the tropics any of the methods mentioned above will work.*



# BEING A RESPONSIBLE DIVER

It is important to support operations that care passionately about our precious underwater environment. Divers are some of the strongest and most effective advocates for coral reef conservation. As a responsible diver, consider our comprehensive list below when choosing which operator to dive with.

**SEEKS LOCAL PERSPECTIVES IN PLANNING**



**HIRES LOCAL DIVE GUIDES & MASTERS**



**RESPECTS LOCAL GUIDELINES, LAWS, REGULATIONS & CUSTOMS**



**ACTIVELY SUPPORTS LOCAL MARINE PARKS**



**USES MOORINGS INSTEAD OF ANCHORING.**  
If anchoring is necessary, it should never be done on a coral reef.



**PARTICIPATES IN LOCAL CONSERVATION PROJECTS**  
Or has one of their own.



**OFFERS PRE-DIVE TALKS BY KNOWLEDGEABLE DIVE MASTERS THAT EDUCATE AND REINFORCE RULES FOR DIVERS SUCH AS:**

- Maintaining neutral buoyancy;
- Maintaining control of fins, gauges, and accessories;
- No touching, standing on, or collecting corals and
- No feeling or handling fish and other living organisms.

**OFFERS BUOYANCY CONTROL TRAINING AND PRACTICE**



**LIMITS THE GROUP SIZE AND FREQUENCY OF DIVES TO ANY ONE DIVE SITE**

Also verifies the proficiency of dive guests before allowing them to dive at fragile or tricky sites; Has well-maintained engines to avoid release of petroleum products into the ocean; Disposes of sewage in a way that does not affect the nutrient balance of the reef ecosystem.

**SUPPORTS LOCAL BUSINESSES AND SERVICE PROVIDERS**



Encourages the purchase of authentic art and crafts made by locals and other products that benefit the local economy.



**DISPOSES OF TRASH IN AN ENVIRONMENTALLY SOUND WAY**

And recycles if the local area provides such a service; Informs guests about how they can donate or support local coral reef conservation initiatives.



**DISCOURAGES THE PURCHASE OF SOUVENIRS MADE FROM THREATENED WILDLIFE**

## WHAT YOU CAN DO

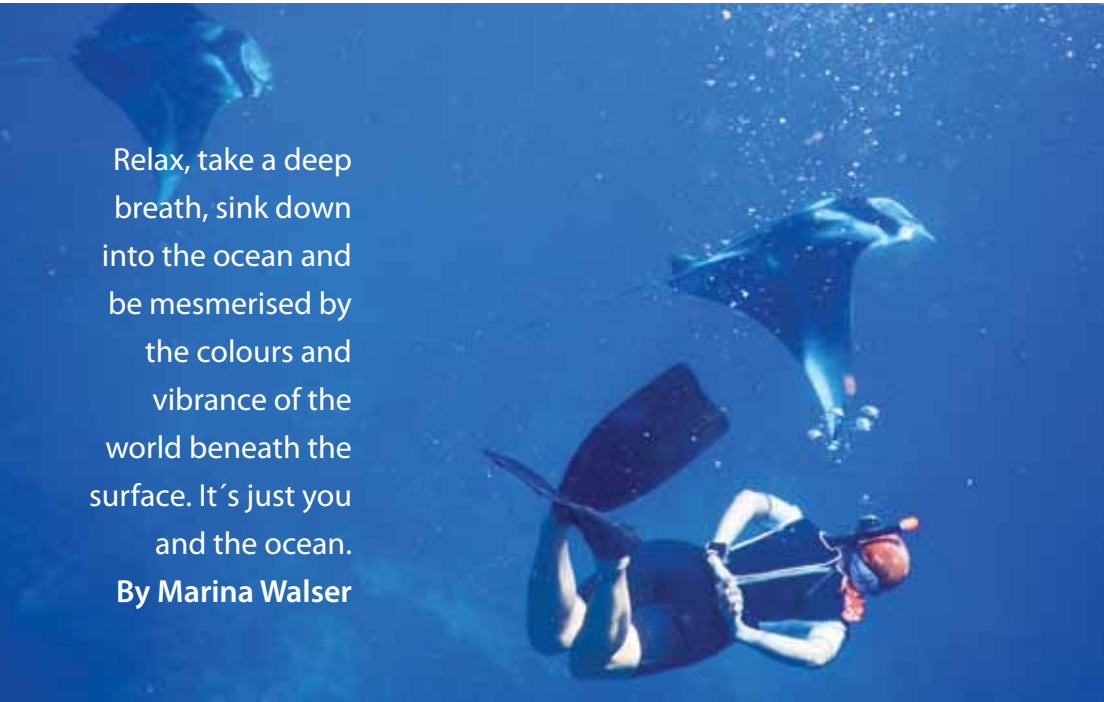
**IN THE WATER:** It is not just the responsibility of the dive operator to take care of our reefs, there are some best practice guidelines to help you make sure you have a safe and enjoyable, yet environmentally aware experience on our beautiful reefs:

- NEVER TOUCH CORALS;** even slight contact can harm them. Some corals can sting or cut you.
- MAKE SURE** equipment is well-secured. Remain neutrally buoyant at all times.
- CAREFULLY SELECT** points of entry and exit to avoid walking on corals.
- TAKE CARE** in underwater caves. Remain only for a limited time, air bubbles can cause damage.
- MAINTAIN** a comfortable distance from the reef, so as to avoid contact.
- PRACTICE GOOD** finning and body control to avoid accidental contact with the reef or stirring up the sediment.
- NEVER** stand or rest on corals. Stay off the Bottom. Avoid using gloves in coral environments.
- DO NOT** remove anything living or dead out of the water except recent trash that does not have living organisms on, or inside it.
- MOVE SLOWLY** and deliberately. Remember, look but don't touch.

**MINIMIZE CONTACT WITH MARINE LIFE: NEVER CHASE, HARASS OR TRY TO RIDE MARINE LIFE. NEVER TOUCH OR HANDLE MARINE LIFE.**



Relax, take a deep breath, sink down into the ocean and be mesmerised by the colours and vibrance of the world beneath the surface. It's just you and the ocean.  
By Marina Walser



# FREEDIVING FASCINATION

Every snorkeller experienced these moments, when they want to dive down only a little bit longer or deeper to follow that turtle, swim next to the manta ray or take a closer look at these beautiful corals beneath them. When scuba diving isn't an option and snorkelling doesn't get you to where you want, freediving offers the perfect solution.

It's a common misconception that freediving is all about depth and records. Of course, these make it into the news, but freediving is much more about

emotions, peace of mind and the freedom to get closer to marine life on just one breath, without gear, without fear. As Umberto Pelizzari, one of the pioneers in freediving puts it: „The scuba diver dives to look around. The freediver dives to look inside“.

Two days of professional training are well invested to boost self-confidence and equip the freedivers with all they need to safely enjoy this bubble-free adventure. „Most students double or triple their breath-holding time in the





## PROFILE

### Jone Waitaiti, PADI Advanced Freediving Instructor

Jone went freediving since his childhood in Taveuni, Fiji. During his time in Germany he became a PADI Advanced Freediving Instructor with Aquanaut, one of the first dive shops to set up a “distinctive” PADI program for this sport, and thus being the first Fijian PADI Freediving Instructor in the world. As a PADI Master Freediver he dives to 35 meters depth at ease and trains students at Dive Academy Fiji, Viani Bay/Rainbow Reef.

first day of the course,” says Jone Waitaiti, PADI Advanced Freediving Instructor at Dive Academy Fiji. “By also improving the techniques to dive down and swim under water, this is an eye-opening experience.” Bernhard, one of his recent student smiles, “As a side-effect you can take better pictures than during snorkeling”, and proudly shows the picture of a seahorse he found in five meters depth.

During the PADI Freediver course the students practice static and dynamic apnea, free immersion, constant weight freediving as well as safety principles. Techniques on how to immerse effortlessly, efficiently use fins and position the body in the water lead to increased distance and depth. Jone, who went freediving in the ocean since he was a child, also explains the benefits of special freediving equipment



and the students can practice with it.

Breathing, stretching and meditation exercises that are closely related to yoga enable the freediver to focus on the inside and extend the breath holding time. “It’s the unique combination of mental and physical work that creates the fascination of freediving and makes it an increasingly popular activity. If you struggle to meditate, try freediving,” states Marina Walsler, who trains the relaxation and breathing techniques with the freediver students at Dive Academy.

“We went to the Rainbow Reef for our deep dives. In clear

water with a colourful reef, even seeing some sharks, makes the training so much easier and fun”, says Marcel another of Jone’s students.

After course completion, Dive Academy Fiji offers to practice the skills while spearfishing and have a Fijian style beach BBQ of the catch. “No worries, they point out which fish are allowed to be caught and one of the local spearfishermen will come along and ensure you don’t stay hungry,” adds Bernhard. ■



## FREEDIVING FAQS

### 1. Is freediving the same as snorkeling?

Snorkeling is primarily a surface activity with maybe a few dives down, where the snorkelers observe the reef below them. In Freediving the objective is to maximise the time under water on one breath. You get closer to marine life and stay longer.

### 2. Why not just scuba dive instead of freediving

Scuba diving is not for everyone, equipment might not be available, or it is simply not allowed to scuba dive, which is the case at many areas where manta rays, whale sharks or whales are around. Freedivers get closer to marine animals who don’t like the noise and the bubbles of scuba divers.

### 3. Why take a course and not only practice on your own?

The snorkeler, being on the surface, breathes through the snorkel most of the time, while the freediver tries to maximise the amount of air inhaled before immersion and minimise the amount of oxygen used while being under water. Thus, techniques, and preparation are vital to stay safe during freediving. A professional instructor demonstrates and assesses the skills and helps the students to improve these. He also ensures safety and accompanies the students during the deep dives. After the course, the freediver is equipped with the knowledge and techniques to further train and expand the skills – with a qualified buddy.

### 4. Do you need special equipment?

Mask, fins and snorkel are all that are required. During the course, students also wear a weight belt and weights to be neutrally buoyant when exhaling at the surface.

For protection against the sun or from getting cold, an exposure or wetsuit are recommended. A dive watch or computer with freediving mode are helpful to monitor and control the activity.

Special freediving equipment like masks with smaller volumes or longer fins help to further improve the freediving skills. During the course the students learn what to look for with their equipment.

### 5. How long does it take to do the PADI Freediver course and what are the times and depths?

The practical part of the PADI Freediver Course is spread over two days with one confined and two open water sessions. The course approach is based on the progress of the students, so that the freedivers can slowly expand their limits. The goal of the PADI Freediver Course is to hold the breaths for 90 seconds, dive a distance of 25 meters and go down to 10 meters. 16 meters is the maximum depth for the PADI Freediver. PADI Advanced Freedivers go to 2.5 minutes static, 50 meters dynamic apnea and up to 20 meters depth. Students complete their theory using the PADI eLearning App. The app already includes the content for the Advanced and Master Freediving Courses.



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*Cruising in the Fiji Group with Captain Carol Dunlop*



# CRUISING THE LAU GROUP

Fulaga Lagoon. Photo: Carol Dunlop

The remote eastern group of islands, the Lau group, have to be one of the best cruising destinations of all time and are certainly one of the highlights in a world cruise!

It used to be more difficult to visit the Lau Group due to restrictive permit requirements, however you will find it easy today as permission to cruise Lau is included in your government issued permit for the entire area of Fiji Waters.

In Lau you will find absolutely no tourism. It is very much open-ocean sailing between the islands and as such, some of the passages between the islands can be quite bumpy. The bonus however, is that isolated reefs and islands are well-defined, so that night passages between islands are safe for competent navigators. Indeed, one commonly reaches through the night across Force 4-5 trade winds, hearing and even smelling unseen islands to windward, making some superb sailing.



Both Northern and Southern Lau are very remote areas away from any tourist track. There is absolutely no shopping, nightclubs, stores, or resorts! However, there is excellent fishing, great diving, rich cultural experiences and beautiful scenery. The Fijians of this region follow a subsistence lifestyle that is not greatly changed from that of their ancestors. Unlike on the large islands there are few people of other races, and only rarely has land been sold out of indigenous ownership. It is very important that visitors respect the traditions that underlie daily life, as careless or disrespectful behavior can lead to animosity, and damage to the fragile ecosystem. Please keep this in mind while cruising here.

The island life is very simple, and the people are poor in material terms but rich in others. Most villages have a store, but there is little for sale. Fresh fruit and vegetables are hard to find, and villagers are not used to the idea of selling these things that are normally shared freely with friends and family.

Premix petrol (and diesel) is rarely available in the larger villages. While most islands have a telephone at the post office, internet is rarely available. Although Vanuabalavu does have a Vodafone and Digicel



Iguana in Kabara.

Vanuabalavu and Lakeba have the only airports in Lau and both are serviced by domestic carrier Fiji Link, with intermittent flights to these islands. There are airstrips on Cicia and Moala too – again Fiji Link runs a schedule to Cicia while Northern Air services Moala. These flights are subject to change. Charter flights can land at all these airstrips. Cargo ships, with passengers, visit some islands roughly monthly (in theory), but this is unreliable. Due to this infrequency, the local stores are often in low supply, so do not rely on buying any of your supplies here. In 2019 we discovered that some islands are serviced every two weeks?? Unheard of!

tower now. Since our recent cruise in 2019 we discovered that there really is no wifi in Southern Lau. The odd school will offer a connection for emails but we basically were 3 weeks without internet!

Digicel is up and coming and generally offers better coverage in Lau.

Changeover of guests; provisioning; etc usually rely on Pacific Island Air charter flights with their larger seaplanes covering the more remote areas.

## iQoliqoli

While the state ultimately retains ownership of the ocean and her resources, the people of Fiji have been given tenure and the right to fish for subsistence from allocated areas of coral reef referred to as ‘i-Qoliqoli’.

All coral reef areas in Fiji are part of an iQoliqoli. Deeper water passages between the islands of Fiji are commonly outside of iQoliqoli areas.

If your yacht is berthed within one of the iQoliqoli jurisdictions (apart from a marina), you will need to present your sevusevu to the village and ask for permission to anchor or fish there.



Left: Washing day in Totoya. Right: Refueling day in Fulaga. Photos: Carol Dunlop



Please observe the sevusevu protocol; you must bring the required yaqona with you as it cannot be purchased easily once in Lau. This means estimating how many villages you will visit during your entire stay! In these remote islands, gifts of basic stores, schoolbooks, pens, pencils, paper, and both school and medical supplies are greatly valued.

While in Lau, you must also pay particular attention to observing the iQoliqoli protocols as they are of fundamental importance and followed more strictly in this area, that retains such a strong link to their tradition and culture.

### How to get there.

Before stopping in Lau, you will first need to report to a Port of Entry. Any boat found to have stopped in Lau before clearing into Fiji is likely to be in serious

(and expensive) trouble. Please refer to the WHITE section in the back of this guide that details all the information you will require. As of 2019 we were asked by every island for the cruising permit. Most villages are a little confused as to the terminology but once we introduced the cruising permit, they were happy. If you don't have one then you obviously haven't cleared customs and the sky will fall on your head!

If you are arriving into Fiji from the East perhaps consider entering in Savusavu which is a Port of Entry on the southern coast of Vanua Levu. From here it is only a 40 nm sail to windward into the lee of Taveuni and thus much closer to Northern Lau. and a nice reach south to southern Lau.

Visit the fabulous Wailagilala Atoll 40 nm to the East of Matagi Island, its then a beam wind

*Thurston's Palm (Pritchardia thurstoni) on mushroom islets in Fulaga © Carol Dunlop*

to Vanuabalavu. From Nadi it's a 240 nm mile passage back to Vanuabalavu or from Suva 180 nm against the prevailing winds to get to Northern Lau – however, you will not regret the effort once you arrive!

Our usual route however for relocation from Nadi towards Lau is in from the inside route N Viti levu then down Vatuiara channel and away up to Taveuni leaving Makaogai to starboard and Namena to port.

If you have guests on board that would prefer not to make the windward passage, or your ship is constrained by a time factor, there are daily flights from Nadi to Taveuni or Savusavu, or special charters flights can be arranged on seaplane, helicopter or fixed wing to most areas.



Left: Children and making masi in Oneata. Photo: Carol Dunlop

There are small grass airstrips at Lomaloma, on the island of Vanua Balavu, and on Lakeba as mentioned before, but these are not always accessible if the weather is difficult.

## Islands with good anchorages

### Vanua Balavu

A long and winding island with uplifted coral in the north, and volcanic landforms in the south. A huge lagoon bounded by a 130-kilometer barrier reef encloses a 37-by-16-kilometer lagoon extending east. One could cruise the area, making use of the many excellent anchorages for seven days or more.

The island has a beautiful harbour that is popular with cruisers at the north end called the Bay of Islands (or Qilaqila in Fijian). This Bay is a recognized hurricane shelter. Although I think Maluca to the south has better good mud holding and is surrounded by mangroves. The Bay of Islands have sharp limestone rocks and a sand bottom so to drag anchor would be nasty!

The Bay of Islands are under the village Daliconi so its good to present your sevusevu to that village on the west coast just south east of Adavaci Island.

Adavaci Island Is privately owned and a caretaker is in residence.

A great calm anchorage can be found in the fjord-like harbour at Nabavatu. On some chart plotters It is called soso which can be confusing. it is very secure and can accommodate a few dozen yachts. Here you will find the Nabavatu Plantation, which almost completely surrounds the harbour and offers lovely walks and spectacular scenic



Making magimagi for lashings on a new drua canoe. Photo: Carol Dunlop

views including westward over the Bay of Islands.

The owners Greg and Jean Lawlor are usually in residence and prefer that you don't enter their private residence compound close to the small village on top of the hill. With the huge increase in the numbers of yachts now cruising Lau their very private lifestyle is being somewhat invaded! Please be aware that it is a working plantation so please leave gates as you find them.

Cyclone Winston caused phenomenal damage to the Yacht Club and the whole of the plantation and it is yet to be re-built. The leaves are back on the trees and so to all visitors the magical place looks picture perfect.

### Susui

The southern end of Vanuabalavu has an area similar to the Bay of Islands in the North. Many limestone islets and a lovely village still rebuilding after Cyclone Winston. Do visit the village to make a sevusevu and to see the school. If you are anchored away from the village

the elders will approach your yacht and request that you make sevusevu.

There are some great landlocked anchorages around this area. About 15ft on entrances and beautifully calm inside.

### Lakeba

Population is about 2000, in 7 villages spread around the shore, with a road running right around. The island has a very basic shop and a clinic. There is a basic guest-house, but no other facilities for visitors or tourists.

This roughly circular volcanic island, about 6 miles across, is the political centre of Lau, indeed Lakeba, and Bau (on Viti Levu), were the two poles of power in traditional Fiji, and the tombs of several of the great leaders of Fiji are revered on the main village of Tubou's waterfront.

The channel through the reef off Tubou is very narrow (20m wide), is only roughly marked and very challenging.

Leading about half a mile inside the reef, the channel leads to a long jetty and past this to a narrow anchoring basin





New drua in the making at Fulaga. Right: Sail weaving for the new drua. Photo: Carol Dunlop

about 6m deep on sand. With care there could be room for two small cruising yachts, but only using great skill, good anchors and co-operation. The anchorage is calm, but difficult. It is recommended to take a dinghy ride in before entering with the yacht, and to enter only at slack water as currents are strong.

Not really recommended for any sizable super yacht; the pass is considered very dangerous at times.

The ship can lie off outside the reef at Tubou while the tender can be used to pick up and drop off guests via the dock and then to the small airport on the island (4 nm NW of Tubou). A local carrier can be hired to carry the

guests but this is a hard seat truck - no taxis here!

**Aiwa (south of Lakeba)**

A good clear entrance and a good anchor spot on the NW end if you need a rest. The upthrust limestone islets are full of sea snakes and so its not a highlight for shore activities.

Pods of humpback whales are often see in this area.

**Wainiyabia**

Another anchorage to the North of Tubou on the western side of Lakeba is called Wainiyabia (18 12S 178 50W). This affords an anchorage in winds between SSE and NNE close to the reef in about 60ft. There is a small boat landing here, through an



Weaving for the new drua in Fulaga. © Carol Dunlop

opening in the reef by the shore, close to the anchorage.

The leads here are a couple of beacons with a white triangle top mark, point up, on the shore and the course in is about 120T on the alignment of the beacons. Probably non existent now!

**Oneata Island**

To the South East of Lakaba is the island of Oneata which has several reasonable passes in good light. There is a nice village on the southern side and lovely anchorages on the Northern side.

**Komo Island**

Has a deep wide pass and a delightful village on the southern side of the island. The anchorage is normally mid island on the Northern side and guests can walk through to the village to the south; but with care a yacht can pass west about the island and anchor on the SW side of the island and islet.

**Yagasa Cluster**

Further south the Yagasa cluster affords some remote anchorages away from any village. There may be a few fishermen around but that's about all. Like many islands in Lau, the land is sharp, raised coral rock, and access

to the land is difficult: the anchorage is welcoming, but the land is not! The middle island in the cluster, Navutu-i-Loma, has a small, pretty beach on the Northern side. Small Yachts may anchor inside and larger yachts can anchor to the west of the islet in normal trades

**Fulaga (Vulaga)**

South again to Fulaga, this island consists of an oval rim of jungle-covered hills of raised coral, around a lagoon about 6 miles by 5 miles where the small sailing canoes (Waka) are still seen today. There is one 50m-wide pass into the lagoon, straight but challenging - and dangerous in bad weather or strong tides. Inside the lagoon are countless mushroom islets and some larger islands dotted with rare palms, countless anchorages over white sand, usually <10m deep. At least one anchorage could be considered hurricane shelter for a small boat. The pass is difficult, but can accommodate at least a 35m vessel with a draft of 3m. This cannot be attempted with a strong current running and the usual time to enter this pass is on slack water, which is usually at half tide.

Population is about 400 over three villages. One village (Naivindamu) lies on the W shore inside the lagoon, with good anchorage about 200m offshore allowing ready contact with the welcoming villagers. The other two villages lie close together on the southern edge, with two tracks leading from the lagoon to them. The head-village, Monacake, where one should present the sevusevu, has the school and clinic, and is about half an hour's easy walk over the hills. No airport, and

very infrequent ships make this a very isolated world.

In the past only about 4 yachts a year passed through; last year over 100 yachts swamped the lagoon and put great pressure on the villages. The original chief passed away as well and the new chief has had to step up and take measures to cope with this new influx of yachts.

The chief in the village Monacake will ask you for your permit. He will also ask for an anchoring fee; in 2019 this was \$50FJD. There should not be any requests from the other two villages.

While we were there the final touches were being made to a new drua that was due to be launched later this year. Everyone in the village had a job. Traditional rope (magimagi) was being made. Sails were being woven by the ladies; a great village community project.

**Ogea Island**

This is a really lovely island. The main island Ogea has a lovely protected anchorage on the western side. The pass is deep and uncomplicated and suitable for large vessels.

The diving in the outer pass is spectacular. Fishing outside is productive, and the chief was pleased when we gave



Meke practice in Ogea. Photo: Carol Dunlop

the village a huge saqa. At our sevusevu we asked permission to fish which is a must.

A tender tour at HW will take you through a myriad of islets leading you through from the west to the centre of the island where the village stands. A village visit has to be made just before HW in order to land on the waterfront. The chief is charming; the school put on a very special meke for us. We took school supplies. The village was engaged in making wood carvings and especially tanoas made of the hard wood vesi.

Ogea Driki is also a great anchor spot with a small but lovely beach. In comparison to Fulaga this island has a lot going for it.

**Kabara Island**

Just NW of Fulaga lies the island of Kabara which is famous for its handicrafts and carvings. They are especially renowned for the huge kava bowls that are sent to Suva to be sold. Anchorage is found off the village on the NW side.

In order to avoid the bommies close to the shore anchorage is in about 80 ft.

The main village Naikaleyaga is full of lovely trees and breadfruit with plenty of shade to walk around to see the church, handicraft market, and the school, post office and medical Centre, which serves more than 400 people from the four villages on the island.

Many carved handcrafts are available; although the island is being stripped of the vesi trees which take up to 80 years to grow.

Vuaqava Island close by has been uninhabited since it suffered a cholera outbreak in the 1860s, when the sick were dragged into caves and left



Amazing craftpeople of Nakeleyaga village in Kabara. Photo: Carol Dunlop

to die, and villagers moved to nearby Kabara Island. But their descendants still return to fish, and to guide those of us who choose to go on an hour-long hike through jungle to see the island's large saltwater lake and the skeleton-riddled caves. Permission from Suva is needed to visit this island and cannot be given by the village. A run with the wind into the Yasyasa Moala Group overnight is good with the usual prevailing easterly quadrant winds. The group is comprised of three islands - Moala, Totoya and Matuku. All these islands are reputed to be excellent surf spots in the right conditions.

### Moala

The island is of volcanic origin; the summit of 'Delai Moala' is 468m high in the NW part. A barrier reef encircles the island, line up Double Hill on a bearing of 080T which leads you through the pass into the lagoon. NE Point bearing 167T leads to an open roadstead (Herald Roadstead) or approximately 0.7nm off the Northern part of the island on this alignment turn onto the leads bearing 189T.

Nairoi, situated at the NE end is the principal village of the island and your sevusevu needs to be carried out here. Anchorage

can be found to the west of Observatory rocks. Its quite a walk from the dinghy landing to the west of the village through to the school and to make the sevusevu so not ideal in the midday sun! Another anchorage is via Daveta-i-Cakova. There are several other anchorages around the island but these are best in normal prevailing easterlies. There is an airstrip on the island.

### Totoya

The island is about 5 miles wide, being the rim of a volcano with the crater open to the south, and a barrier reef around most coasts. The crater is accessible through a clear pass on the west side, and by a passage inside the reef. Anchorage in the crater is far from ideal, and very deep (20m+). Anchorage on the N coast is possible, open but calm in S winds. The usual anchorage is inside the pass on the western side in Herald sound.

### Matuku

This is a beautiful, verdant, high volcanic island, with its crater open to the west through a wide, clear pass. There is an excellent sheltered anchorage, 10 - 15m over mud inside the crater off the village of Lomati. Other deeper, less sheltered anchorages are in the channel

inside the pass, to the north of the main channel (17m over sand), or south of the main channel, amongst coral (6m over sand). There are more marginal anchorages inside some narrow passes on other coasts. Seven villages are spread around the coasts, with total population about 800. No airport, only occasional shipping and yachts (mostly surf and dive charters). The main village is Yaroi, on the NW coast, with a clinic and school. Anchorage is possible off another delightful village, Makadru, south of the pass.

Over the past few years Matuku and to a lesser extent Moala and Totoya have been explored for excellent surfing opportunities. You would be sure to have a clear go at the breaks!

### Weather

The region is dominated by the SE trade winds, which are usually from Force 3 and mostly 5. Quite frequently these bring occasional showers. When fronts pass through heavy showers and rain are more frequent, making navigation in lagoons a little tricky. June, July and August can be very boisterous sailing between the Islands.

### Sevusevu

To the south of Vanuabalavu and into Southern Lau it seems that every visit has to be preceded by a sevusevu the presentation of yagona correctly bundled. This is a very expensive commodity now in Fiji but is an essential part of visiting these remote islands. School books; reading books; medical supplies are greatly valued. As is the odd rugby ball! You will be asked for your cruising permit when you go ashore so it pays to make a bunch of photocopies and keep the original on the boat. ■

# 2020 Tide Predictions for Fiji

## SUVA | Local Standard Time

**DISCLAIMER:** "This product is based on Bureau of Meteorology information that has subsequently been modified. The Bureau does not necessarily support or endorse, or have any connection with, the product. In respect of that part of the information which is sourced from the Bureau, and to the maximum extent permitted by law:

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Source: Commonwealth of Australia, Bureau of Meteorology

# SUVA - FIJI

LAT 18° 8' LONG 178° 25'  
TIMES & HEIGHTS OF HIGH & LOW WATERS

## JANUARY

Time	m	Time	m
1	0543 0.63	16	0442 0.46
	1207 1.67	TH	1102 1.91
WE	1813 0.79	TH	1714 0.69
			2315 1.85
2	0004 1.66	17	0530 0.53
	0627 0.69	17	1200 1.91
TH	1257 1.66	FR	1816 0.69
	1906 0.89		
3	0055 1.61	18	0017 1.78
	0714 0.75		0632 0.60
FR	1347 1.67	SA	1300 1.92
	2000 0.88	●	1921 0.68
4	0151 1.57	19	0125 1.72
	0802 0.79		0732 0.66
SA	1438 1.69	SU	1359 1.93
	2056 0.85		2025 0.65
5	0250 1.54	20	0234 1.69
	0853 0.81		0834 0.71
SU	1526 1.73	MO	1456 1.94
	2149 0.81		2128 0.61
6	0348 1.54	21	0339 1.68
	0945 0.82		0934 0.73
MO	1610 1.77	TU	1549 1.95
	2240 0.75		2227 0.56
7	0443 1.56	22	0438 1.70
	1033 0.82		1030 0.73
TU	1652 1.82	WE	1640 1.96
	2328 0.68		2319 0.52
8	0532 1.60	23	0530 1.72
	1120 0.79		1121 0.72
WE	1734 1.87	TH	1728 1.96
9	0013 0.60	24	0008 0.49
	0619 1.65		0618 1.74
TH	1205 0.76	FR	1208 0.72
	1817 1.93		1814 1.96
10	0058 0.52	25	0052 0.47
	0704 1.71		0702 1.76
FR	1251 0.77	SA	1252 0.72
	1901 1.98	●	1858 1.93
11	0142 0.45	26	0133 0.48
	0750 1.77		0744 1.76
SA	1338 0.69	SU	1335 0.73
	1948 2.01		1940 1.90
12	0227 1.40	27	0212 0.50
	0736 1.83		0823 1.76
SU	1327 0.67	MO	1417 0.75
	1937 2.03		2021 1.86
13	0213 0.37	28	0249 0.54
	0825 1.87		0902 1.75
MO	1418 0.66	TU	1500 0.78
	2029 2.02		2101 1.81
14	0300 0.38	29	0326 0.59
	0915 1.90		0941 1.73
TU	1514 0.67	WE	1544 0.81
	2121 1.98		2143 1.75
15	0350 0.41	30	0403 0.65
	1007 1.91		1021 1.72
WE	1613 0.68	TH	1630 0.84
	2216 1.93		2225 1.69
		31	0442 0.71
			1104 1.70
			FR 1719 0.86
			2312 1.62

## FEBRUARY

Time	m	Time	m
1	0524 0.76	16	0001 1.77
	1151 1.70		0609 0.65
SA	1812 0.86	SU	1231 1.92
		●	1900 0.64
2	0004 1.57	17	0111 1.69
	0610 0.81		0711 1.73
SU	1242 1.70	MO	1334 1.89
	1906 0.85		2007 0.64
3	0102 1.53	18	0222 1.65
	0700 0.85		0816 0.78
MO	1333 1.72	TU	1436 1.88
	2002 0.82		2112 0.62
4	0204 1.52	19	0328 1.65
	0755 0.87		0920 0.79
TU	1425 1.75	WE	1533 1.88
	2059 0.76		2212 0.59
5	0305 1.54	20	0426 1.67
	0852 0.86		1018 0.77
WE	1515 1.81	TH	1626 1.88
	2153 0.69		2303 0.56
6	0400 1.59	21	0515 1.70
	0947 0.82		1109 0.75
TH	1604 1.87	FR	1713 1.89
	2244 0.60		2349 0.54
7	0443 1.56	22	0600 1.73
	1040 0.76		1154 0.73
FR	1652 1.95	SA	1757 1.89
	2331 0.51		
8	0540 1.75	23	0030 0.53
	1130 0.70		0640 1.76
SA	1741 2.01	SU	1235 0.71
			1838 1.89
9	0018 0.43	24	0108 0.54
	0627 1.84		0717 1.78
SU	1220 0.63	MO	1315 0.71
	1830 2.07	●	1917 1.87
10	0104 0.36	25	0143 0.55
	0714 1.93		0753 1.79
MO	1311 0.58	TU	1353 0.72
	1920 2.09		1956 1.83
11	0150 0.33	26	0217 0.58
	0802 1.99		0829 1.78
TU	1402 0.56	WE	1431 0.73
	2011 2.08		2033 1.79
12	0238 0.34	27	0251 0.63
	0851 2.02		0903 1.77
WE	1457 0.56	TH	1511 0.75
	2104 2.03		2112 1.74
13	0327 0.39	28	0326 0.67
	0942 2.02		0940 1.76
TH	1554 0.57	FR	1553 0.77
	2200 1.96		2153 1.68
14	0417 0.46	29	0402 0.73
	1034 2.00		1018 1.74
FR	1654 0.80	SA	1639 0.79
	2258 1.86		2238 1.62
15	0512 0.56	30	0408 0.80
	1131 1.96		1142 1.69
SA	1756 0.62		
		31	0455 0.84
			1111 1.69
			TU 1747 0.72

## MARCH

Time	m	Time	m
1	0443 0.78	16	0549 0.70
	1101 1.71		1204 1.88
SU	1729 0.80	MO	1839 0.59
	2329 1.56	●	
2	0527 0.83	17	0058 1.67
	1150 1.70		0653 0.77
MO	1822 0.80	TU	1310 1.82
			1945 0.62
3	0206 1.53	18	0207 1.64
	0618 0.87		0800 0.80
TU	1245 1.70	WE	1415 1.79
	1920 0.78		2050 0.62
4	0130 1.52	19	0311 1.64
	0716 0.89		0905 0.80
WE	1344 1.73	TH	1515 1.79
	2019 0.74		2149 0.61
5	0232 1.55	20	0405 1.66
	0819 0.87		1003 0.78
TH	1442 1.78	FR	1607 1.80
	2118 0.67		2240 0.59
6	0331 1.61	21	0452 1.70
	0921 0.82		1053 0.74
FR	1537 1.85	SA	1654 1.81
	2213 0.58		2324 0.58
7	0424 1.71	22	0534 1.73
	1018 0.74		1136 0.71
SA	1630 1.94	SU	1736 1.81
	2303 0.49		
8	0514 1.82	23	0002 0.58
	1112 0.84		0612 1.76
SU	1720 2.02	MO	1215 0.69
	2351 0.40		1816 1.81
9	0601 1.92	24	0037 0.58
	1203 0.56		0647 1.78
MO	1811 2.07	TU	1253 0.67
		●	1854 1.80
10	0038 0.34	25	0111 0.60
	0649 2.02		0721 1.80
TU	1254 0.49	WE	1330 0.66
	1901 2.09		1930 1.77
11	0125 0.32	26	0143 0.62
	0737 2.08		0754 1.80
WE	1345 0.45	TH	1405 0.66
	1954 2.08		2008 1.74
12	0213 0.34	27	0215 0.66
	0825 2.10		0828 1.79
TH	1439 0.44	FR	1444 0.67
	2047 2.02		2045 1.70
13	0302 0.41	28	0250 0.70
	0915 2.08		0902 1.77
FR	1535 0.46	SA	1523 0.68
	2144 1.93		2127 1.65
14	0354 0.50	29	0328 0.75
	1008 2.03		0940 1.75
SA	1633 0.50	SU	1606 0.70
	2244 1.83		2212 1.60
15	0449 0.60	30	0408 0.80
	1104 1.95		1022 1.72
SU	1735 0.55	MO	1655 0.71
	2347 1.73		2303 1.55
		31	0455 0.84
			1111 1.69
			TU 1747 0.72

## APRIL

Time	m	Time	m
1	0001 1.53	16	0145 1.62
	0549 0.87		0740 0.79
WE	1207 1.69	TH	1348 1.71
	1845 0.71		2020 0.61
2	0103 1.54	17	0244 1.63
	0650 0.87		0843 0.79
TH	1309 1.70	FR	1448 1.70
	1946 0.67		2117 0.62
3	0206 1.58	18	0335 1.66
	0755 0.84		0939 0.76
FR	1412 1.75	SA	1541 1.70
	2046 0.62		2206 0.61
4	0304 1.66	19	0420 1.69
	0900 0.77		1029 0.72
SA	1512 1.82	SU	1629 1.71
	2143 0.54		2249 0.61
5	0357 1.77	20	0500 1.72
	0959 0.68		1112 0.68
SU	1607 1.90	MO	1711 1.72
	2234 0.46		2327 0.61
6	0406 1.88	21	0537 1.76
	1054 0.57		1151 0.65
MO	1700 1.97	TU	1711 1.72
	2323 0.39		
7	0535 1.99	22	0001 0.62
	1146 0.47		0613 0.78
TU	1752 2.02	WE	1229 0.62
			1829 1.71
8	0011 0.35	23	0034 0.63
	0623 2.07		0645 1.79
WE	1237 0.39	TH	1305 0.60
	1844 2.03	●	1906 1.69
9	0059 0.35	24	0108 0.65
	0711 2.12		0719 1.80
TH	1330 0.34	FR	1341 0.58
	1937 2.00		1944 1.67
10	0147 0.38	25	0142 0.68
	0800 2.12		0753 1.79
FR	1422 0.34	SA	1418 0.58
	2032 1.94		2023 1.64
11	0239 0.46	26	0218 0.72
	0850 2.07		0830 1.77
SA	1516 0.36	SU	1458 0.58
	2129 1.86		2105 1.61
12	0332 0.55	27	0258 0.75
	0944 2.00		0909 1.75
SU	1614 0.42	MO	1541 0.59
	2229 1.77		2152 1.58
13	0430 0.64	28	0343 0.79
	1039 1.91		0945 1.72
MO	1713 0.48	TU	1629 0.61
	2332 1.69		2244 1.56
14	0530 0.72	29	0433 0.82
	1139 1.82		1045 1.

# SUVA - FIJI

# 2020

LAT 18° 8' LONG 178° 25'  
TIMES & HEIGHTS OF HIGH & LOW WATERS

## SEPTEMBER

## OCTOBER

## NOVEMBER

## DECEMBER

Time	m	Time	m
1 0539	1.87	16 0500	1.92
1210	0.47	1128	0.43
TU 1818	1.75	WE 1736	1.86
		2340	0.55
2 0018	0.62	17 0548	1.99
0622	1.86	1213	0.37
WE 1248	0.48	TH 1821	1.96
○ 1858	1.77	●	
3 0100	0.62	18 0029	0.47
0703	1.84	FR 0637	2.03
TH 1325	0.50	FR 1258	0.34
1934	1.77	1907	2.03
4 0139	0.63	19 0119	0.41
0743	1.81	TH 0727	2.03
FR 1400	0.54	SA 1344	0.35
2010	1.77	1955	2.07
5 0217	0.64	20 0211	0.39
0821	1.76	FR 0819	1.99
SA 1435	0.59	SU 1431	0.40
2045	1.75	2044	2.06
6 0258	0.67	21 0304	0.40
0900	1.70	TH 0914	1.92
SU 1510	0.65	MO 1523	0.48
2122	1.72	2136	2.01
7 0339	0.69	22 0401	0.43
0941	1.64	TH 1013	1.83
MO 1547	0.71	TU 1619	0.58
2201	1.69	2231	1.94
8 0423	0.72	23 0502	0.48
1026	1.58	TH 1117	1.74
TU 1629	0.77	WE 1720	0.67
2244	1.66	2332	1.87
9 0512	0.74	24 0606	0.53
1116	1.52	TH 1228	1.67
WE 1715	0.82	TH 1826	0.74
2332	1.63	○	
10 0604	0.75	25 0039	1.81
1215	1.48	TH 0714	0.56
TH 1807	0.86	FR 1340	1.65
○		1934	0.77
11 0027	1.62	26 0146	1.77
0701	0.75	FR 0821	0.58
FR 1317	1.48	SA 1445	1.66
1904	0.88	2042	0.76
12 0126	1.64	27 0250	1.77
0801	0.72	FR 0923	0.57
SA 1419	1.50	SU 1541	1.68
2005	0.86	2141	0.73
13 0225	1.68	28 0346	1.78
0900	0.67	TH 1016	0.56
SU 1515	1.56	MO 1630	1.72
2104	0.81	2233	0.69
14 0319	1.75	29 0436	1.79
0954	0.59	TH 1102	0.55
MO 1605	1.65	TU 1712	1.75
2200	0.73	2318	0.66
15 0410	1.83	30 0520	1.80
1042	0.51	WE 1143	0.56
TU 1651	1.75	WE 1750	1.78
2251	0.64		

Time	m	Time	m
1 0000	0.63	16 0527	1.96
0601	1.80	1143	0.40
TH 1218	0.57	FR 1753	2.05
1827	1.79		
2 0038	0.62	17 0010	0.40
0640	1.78	0617	1.99
FR 1252	0.59	SA 1229	0.39
○ 1900	1.80	● 1840	2.11
3 0115	0.61	18 0100	0.34
0717	1.76	TH 0709	1.99
SA 1325	0.63	SU 1316	0.41
1934	1.80	1928	2.13
4 0151	0.61	19 0153	0.31
0754	1.72	TH 0803	1.95
SU 1358	0.67	MO 1407	0.47
2008	1.78	2018	2.09
5 0228	0.63	20 0246	0.33
0832	1.68	FR 0900	1.89
MO 1432	0.72	TU 1501	0.59
2043	1.75	2112	2.02
6 0307	0.64	21 0343	0.38
TH 1013	1.63	TH 1000	1.81
TU 1510	0.77	WE 1600	0.65
2120	1.72	2209	1.93
7 0349	0.67	22 0442	0.44
0957	1.58	TH 1103	1.74
WE 1551	0.83	TH 1703	0.73
2202	1.68	2310	1.84
8 0435	0.69	23 0544	0.51
1047	1.53	TH 1212	1.68
TH 1639	0.87	FR 1810	0.78
2250	1.65		
9 0527	0.71	24 0015	1.77
1145	1.51	SA 1320	1.67
FR 1734	0.90	SA 1320	1.67
2345	1.63	○ 1917	0.80
10 0623	0.72	25 0122	1.72
1247	1.51	TH 0753	0.61
SA 1834	0.90	SU 1421	1.68
○		2022	0.78
11 0047	1.64	26 0226	1.71
0723	0.70	FR 0853	0.62
SU 1348	1.56	MO 1515	1.71
1937	0.87	2120	0.75
12 0150	1.68	27 0323	1.71
0823	0.66	FR 0945	0.63
MO 1445	1.64	TU 1600	1.74
2039	0.80	2211	0.71
13 0249	1.75	28 0413	1.71
0918	0.59	TH 1030	0.64
TU 1534	1.74	WE 1641	1.77
2136	0.71	2256	0.67
14 0344	1.83	29 0457	1.72
1009	0.52	TH 1109	0.64
WE 1621	1.85	TH 1717	1.80
2230	0.60	2337	0.64
15 0436	1.90	30 0538	1.72
1056	0.45	TH 1144	0.66
TH 1707	1.96	FR 1752	1.82
2320	0.49		
31 0015	0.61		
		0827	1.71
		SA 1217	0.68
		1826	1.82

Time	m	Time	m
1 0050	0.59	16 0145	0.31
0654	1.70	0755	1.92
SU 1250	0.71	MO 1353	0.50
○ 1859	1.82	○ 2004	2.13
2 0126	0.58	17 0237	0.28
0730	1.68	0849	1.90
MO 1324	0.74	TU 1445	0.55
1933	1.80	2056	2.09
3 0202	0.58	18 0330	0.30
0809	1.65	0945	1.85
TU 1359	0.78	WE 1542	0.62
2009	1.77	2150	2.01
4 0241	0.59	19 0425	0.35
0849	1.62	1044	1.80
WE 1438	0.82	TH 1641	0.70
2047	1.74	2246	1.92
5 0322	0.61	20 0520	0.43
0934	1.59	TH 1144	1.74
TH 1521	0.86	FR 1743	0.76
2130	1.71	2345	1.83
6 0406	0.63	21 0616	0.51
1024	1.57	SA 1245	1.71
FR 1612	0.89	SA 1846	0.80
2219	1.68		
7 0456	0.66	22 0045	1.75
1119	1.56	22 0715	0.58
SA 1709	0.90	SU 1348	1.69
2315	1.66	○ 1950	0.81
8 0650	0.67	23 0147	1.69
1318	1.58	TH 0814	0.64
SU 1911	0.89	MO 1446	1.70
		2051	0.81
9 0115	1.67	24 0249	1.65
0748	0.66	0911	0.68
MO 1417	1.64	TU 1538	1.72
○ 2014	0.85	2148	0.78
10 0217	1.69	25 0347	1.63
0846	0.64	TH 1002	0.71
TU 1513	1.73	WE 1623	1.75
2115	0.78	2240	0.75
11 0319	1.73	26 0440	1.63
0943	0.59	TH 1048	0.72
WE 1603	1.83	TH 1704	1.78
2213	0.68	2327	0.70
12 0418	1.79	27 0528	1.63
1035	0.54	TH 1130	0.73
TH 1651	1.94	FR 1742	1.81
2308	0.57		
13 0514	1.85	28 0010	0.66
1126	0.50	TH 0611	1.64
FR 1738	2.03	SA 1207	0.74
		1817	1.82
14 0001	0.46	29 0049	0.62
0608	1.89	TH 0652	1.64
SA 1215	0.47	SU 1243	0.75
1826	2.10	1852	1.83
15 0053	0.37	30 0127	0.59
0701	1.92	MO 0730	1.65
SU 1303	0.47	MO 1317	0.76
● 1914	2.14	○ 1927	1.83
31 0218	0.52		
		0827	1.68
		TH 1409	0.79
		2019	1.88

Time	m	Time	m
1 0203	0.56	16 0223	0.30
0809	1.65	0837	1.86
TU 1354	0.78	WE 1429	0.62
2003	1.83	2038	2.06
2 0240	0.55	17 0315	0.32
0848	1.65	FR 0930	1.84
WE 1431	0.80	TH 1522	0.66
2042	1.81	2130	2.00
3 0319	0.54	18 0405	0.37
0930	1.65	1022	1.81
TH 1513	0.82	FR 1618	0.72
2122	1.80	2223	1.92
4 0400	0.55	19 0455	0.44
1014	1.64	TH 1115	1.77
FR 1559	0.84	SA 1715	0.77
2207	1.78	2316	1.83
5 0444	0.57	20 0545	0.52
1101	1.64	SU 1210	1.73
SA 1650	0.86	SU 1814	0.81
2256	1.75		
6 0530	0.59	21 0010	1.75
1153	1.65	0635	0.61
SU 1747	0.87	MO 1305	1.71
2349	1.73	1913	0.83
7 0622	0.61	22 0105	1.67
1248	1.69	22 0727	0.68
MO 1848	0.86	TU 1400	1.71
		○ 2011	0.84
8 0046	1.72	23 0203	1.61
0715	0.62	TH 0819	0.74
TU 1345	1.74	WE 1452	1.72
○ 1949	0.81	2108	0.82
9 0148	1.71	24 0303	1.57
0812	0.62	0911	0.78
WE 1441	1.81	TH 1540	1.74
2051	0.75	2201	0.79
10 0252	1.72	25 0400	1.56
0909	0.61	1001	0.80
TH 1533	1.90	FR 1623	1.77
2151	0.66	2252	0.75
11 0355	1.74	26 0454	1.56
1004	0.60	1047	0.81
FR 1624	1.98	SA 1704	1.79
2249	0.56	2338	0.70
12 0456	1.77	27 0542	1.57
1059	0.58	1130	0.81
SA 1714	2.05	SU 1743	1.82
2345	0.47		
13 0553	1.81	28 0021	0.65
1151	0.57	TH 0626	1.60
SU 1803	2.10	MO 1211</	

Type	Brand	% alc.	Amount
<b>Beer</b>	Heinekin	5.4%	720 x 340ml btl
<b>Spirits</b>	Baileys Irish Cream	17%	10 x 750 ml
	Johnnie Walker	43%	7 x 1L
<b>Wines</b>	<b>Red</b>	2008 Spottswoode Cabernet Sauvignon	14.5% 100 x 750ml
	<b>White</b>	2008 Didier Dagueneau Silex Sauvignon Blanc	11% 50 x 750ml
		2008 Egon Müller Scharzhofberger Spätlese Riesling	11% 50 x 750ml
<b>Champagne   Sparkling</b>	Veuve Clicquot	13%	20 x 750ml
	Moët Impérial	13%	40 x 750ml
<b>Tobacco</b>	H. Upmann Cigars		20 x 50 cabinets
	Treasurer Luxury Gold Cigarettes		50 x 20 count pks

### Super Yacht Special Duty Arrangement:

Visiting Super yachts are liable to pay duty only on the alcohol brought in onboard the vessel and consumed while in the country. You will need to submit an inventory of all alcohol on board upon arrival. This will need to include brand, type, % of alcohol and quantity and measurement of each bottle (see example above).

Also required is an inventory of all controlled medicinal supplies on board.

At the end of your visit, you are required to submit an updated inventory of your on board alcohol to customs who will charge import duty for each bottle brought in and consumed while cruising Fiji waters.

Please be warned that while this is all in good faith, spot checks are not uncommon and any false declarations will incur a serious fine and penalties.

### Import Clearance Requirements

All yachts and crafts entering Fiji are subject to import clearance requirements and the payment of customs duty on arrival.

- Together with the completed 'C2C - Advance Notification/Inward Report For Yachts/Small Craft' Form, the Yacht Master is required to also present the Clearance from Last Port, passports and completed "**Passenger Arrival Card**" of all crew and passengers and all such individuals (including infants) to Customs at time of boarding.
- You will need to inform Customs of any disembarking crew and reasons for disembarking.
- You will also be asked to complete and sign a "**Notice to Owner of Yachts Declaration**"

before your inward clearance is granted. You will need to read and understand the contents of the Notice to Yacht Owners as any breach of any conditions may warrant heavy penalties.

- If you are carrying any currency and its combined value is equivalent to FJ\$10,000.00 you will be required to fill in the "**Border Currency Report**".

### Your entry into Fiji

Under Customs laws, visiting yachts may enter and can be kept temporarily in Fiji without payment of Customs duty on the yacht, provided:

- The yacht is the sole property of a bona fide tourist;
- The yacht is on a bona fide cruise or participating in a yacht race;
- The yacht is not abandoned in Fiji by Master/ Owner; and
- The yacht shall remain in Fiji for a period not exceeding 18 months from date of arrival.

### The yacht will become liable to duty if:

- It is used commercially whilst in Fiji waters (eg: commercial charter or hired);
- The owner is associated in any way with any entity in Fiji as an employer either before or after arrival; or
- The yacht is not exported within 18 months of the date of arrival into Fiji, unless a customs extension has been approved.

### Super Yacht Charters:

Superyachts that are not registered in Fiji but intend to run charters in Fiji's Water, are required to register their vessel with MSAF and operations with FRCA. As part of this process, MSAF will need to carry out an inspection of the vessel. This can be arranged directly or arranged through one of the registered

superyacht agents. You will be expected to pay 12.5% of the charter fee to FRCA. You may refer to the Superyacht Charter Decree 2010 for further information.

For more info email: [yachtsreport@frca.org.fj](mailto:yachtsreport@frca.org.fj)

### Customs Duty

All crew and passengers above the age of 18 years will be allowed normal passenger landing duty free allowance of the following:

- 2.25 ltrs of Spirit, or
- 4.5 ltrs of Wine, or
- 4.5 ltrs of Beer, and
- 250 sticks of Cigarettes, or
- 250g cigar, or
- 250g tobacco, or

(Any combination of the above provided that it does not exceed the equivalent quantity under liquor, wine and beer, cigarette, cigar and tobacco). AND

- A new, unused item valued at no more than FJ\$1000.

Any excess to the above allowance will be subject to levy of import duty and VAT or goods being detained by Customs. Please note that sealing of stores onboard is not permitted.

### Yacht equipment

All equipment onboard or imported especially for the yacht will be duty free, provided they leave the country with the boat. This equipment is considered onboard a "yacht in transit" and should be labeled with the yachts name and Rotation Number, in addition to an address including a telephone number and the invoice must accompany the package. The parts will be delivered 'under bond' to the yacht by a Customs Officer and you will be required to pay for the Customs Officers return transport costs for this service. Be sure to keep records and receipts of any such delivery.

### Prohibited Items

#### Firearms and Weapons

The importation of firearms and weapons is strictly controlled in Fiji. All firearms or weapons must be declared to the Customs Officer on arrival of the vessel from overseas.

Firearms onboard will be detained and placed for safekeeping by the Fiji Police who will hold them until the vessel's departure.

#### Contraband items

Please be aware that Fiji is vigilant in prosecuting those found with, drugs, pornographic material and other prohibited items.

### COUNTRIES THAT DO NOT REQUIRE A VISA TO ENTER THE FIJI ISLANDS

- |              |                       |                            |
|--------------|-----------------------|----------------------------|
| • Antigua    | • Italy               | • Singapore                |
| • Argentina  | • Jamaica             | • Solomon Islands          |
| • Australia  | • Japan               | • South Africa             |
| • Austria    | • Kenya               | • Spain                    |
| • Bahamas    | • Kiribati            | • Swaziland                |
| • Bangladesh | • Lesotho             | • Switzerland              |
| • Barbados   | • Liechtenstein       | • Taiwan                   |
| • Belgium    | • Luxembourg          | • Tanzania                 |
| • Belize     | • Malawi              | • Thailand                 |
| • Bermuda    | • Malaysia            | • Tonga                    |
| • Botswana   | • Maldives            | • Trinidad & Tobago        |
| • Brazil     | • Malta               | • Tunisia                  |
| • Brunei     | • Marshall Islands    | • Turkey                   |
| • Canada     | • Mauritius           | • Tuvalu                   |
| • Chile      | • Mexico              | • Uganda                   |
| • Colombia   | • Micronesia          | • UK & N.Ireland           |
| • Cyprus     | • Nauru               | • United States of America |
| • Darussalam | • Netherlands         | • Uruguay                  |
| • Denmark    | • New Zealand         | • Vanuatu                  |
| • Dominica   | • Nigeria             | • Venezuela                |
| • Finland    | • Norway              | • Western Samoa            |
| • France     | • Palau               | • Zambia                   |
| • Gambia     | • Paraguay            | • Zimbabwe                 |
| • Germany    | • Peru                |                            |
| • Ghana      | • Philippines         |                            |
| • Greece     | • PNG                 |                            |
| • Grenada    | • Republic of Ireland |                            |
| • Guyana     | • St.Lucia            |                            |
| • Iceland    | • St.Vincent          |                            |
| • India      | • Seychelles          |                            |
| • Indonesia  |                       |                            |
| • Israel     |                       |                            |

### Immigration guidelines

Each person will be required to complete a passenger arrival card. You should note that the Customs officer boarding your vessel may also complete immigration clearance and issue a four (4) month visitors permit upon entry providing you have a passport issued from a country that **does not** require you to have a visa to enter the Fiji Islands.

Part of the passenger arrival card will be detached and left in your passport and you must keep this safe, as you will be required to deliver it to Immigration again on your way out of Fiji. Passports must be valid for at least six months from the date of entry.

### Visas

See above for a list of country's nationals who **do not** require a pre-entry visa to Fiji.

For countries that **do** require pre-entry visas into Fiji, crew members are required to apply for and receive approval from the Department of Immigration prior to their arrival in Fiji.

You will also need to contact the Department of Immigration regarding any other immigration issues such as replacement passports, change of status, work permit applications etc. It is also here that for a fee of FJ\$96, you are able to apply for a standard two month extension to your initial 4-month visitors permit. You may then apply for 'Special Permit to Reside' should the need arise, which grants a further 6 month stay.

While immigration services are provided free of charge, vessels will be charged for the return transportation costs incurred by the immigration officer en route to the yacht.

### Crew signing on or off

It is important to note that visitors or crew coming into Fiji are not able to enter the country on a one-way ticket. They must have a return ticket OR they must have a letter of approval from the Department of Immigration stating that they are authorized to enter on a one-way airline ticket in order to join a yacht and depart by sea. Airlines will not allow crew members travelling on a one way ticket without this letter, and so advanced preparation of this document is important. A Fiji Immigration 'Facilitation' letter authorizing entry on a one way ticket can be arranged by your Agent, Vuda Marina (if you are berthed there) or by visiting the immigration department yourself.

In much the same way, any crew or visitor that has arrived by yacht and who plans on departing by air must officially sign off the crew list and the vessel's master must notify immigration before the date of departure.

As Owner or Captain of the yacht, it is a requirement that you notify Immigration when signing on or off new crew. You will need;

- A copy of the crew members passport;
- Completed 'Change of Crew **Form A**' when signing on and 'Change of Crew **Form B**' when signing off, both of which can be downloaded from [www.immigration.gov.fj](http://www.immigration.gov.fj)

**Note: Please remember to keep a copy of the departing crew members plane ticket.**

For more information, or to download copies of all forms please visit [www.frca.org.fj](http://www.frca.org.fj)

### Health Quarantine

Until further notice, the "Quarantine Pre-Arrival Advice for Vessels" form can be downloaded from [www.fjimarinas.com](http://www.fjimarinas.com)

Completed forms should be emailed 24 hours in advance of arrival to:

[healthquarantinefiji@gmail.com](mailto:healthquarantinefiji@gmail.com)

You will need to provide information relating to the health of you, your crew and any passengers and submit this together with a copy of the 50-day movement of the vessel.

### Bio-security Authority of Fiji

The Bio-security Authority of Fiji (BAF) requires advance notification, a minimum of 48 hours prior to arrival. The following should be emailed to [yachtinfo@baf.com.fj](mailto:yachtinfo@baf.com.fj)

- the destination seaport in Fiji and the estimated time of arrival of the vessel;
- its immediate preceding port or place of call;
- the proposed itinerary of the vessel until it leaves Fiji;
- the presence of any live animal or live plant on the vessel; and
- any other matter relevant to facilitating bio-security landing clearance of the yachts that is specified.

### Fiji Cruising Permits

Application for cruising permit shall either be submitted through an agent or made personally at the Provincial Service Division. Processing time is 1-3 days and the permit shall be issued up to a maximum of six (6) months.

### Ports Authority

Any time you enter or depart from a Port in Fiji, all vessels must use VHF Channel 16 to communicate with Port Control requesting information on port traffic and permission for your entry or exit.

### Important Requirement

The yacht master shall be required to provide weekly updates on status, movement and location of the vessel. Communication can be made through any of the following:

VHF Channel 16  
T: (679) 3243782 | (679) 3243747 | (679) 3243315  
Customs Hotline (679) 3243666  
Email: [yachtsreport@frca.org.fj](mailto:yachtsreport@frca.org.fj)  
Facsimile Suva: (679) 3302864  
Lautoka: (679) 6665961 | Levuka: (679) 3440425  
Savusavu: (679) 8850728

*Note: You will be subject to heavy penalties under the Customs Act for any breach of the conditions of cruising.*

### Fees

Border Control Agencies (Customs, Immigration, BioSecurity and Health) hours of operation are Monday-Friday: 08:00-16:30. Overtime charges apply for services outside of these hours including weekends and public holidays (which both require prior arrangement). It is therefore highly advisable to time your entry for within office hours as overtime penalties add up and can become quite expensive.

**Cruising Permit:** No charge.

**Immigration:** No charge unless a visa is required.

**Customs:** No charge applies during normal working hours. However, overtime will be charged for clearance during lunch hour (1-2pm) on weekdays @FJ\$27.40. Between 1630hrs and 2000hrs @ FJ\$25.00 per hour. Between 2000hrs and 0500hrs @ FJ\$75.00 per hour. Between 1300hrs and 1400hrs @ FJ\$34.00 per hour. Saturdays, Sundays and public holidays @ FJ\$105.00 per hour. *After 2000hrs to 0600hrs weekdays, and on Saturdays, Sundays and public holidays, there is a three hour minimum charge.*



## iTaukei Affairs Board

### Cruising Permits

The iTaukei Affairs Board is a statutory body working to ensure that the Government develops, maintains and promotes policies that will provide for the continued good governance and welfare of the iTaukei now and into the future.

Tourists travel to Fiji in different ways to experience the iTaukei lifestyle that is being offered. The iTaukei Affairs Board is the issuing authority of cruising permits for yachts and Superyachts that plan to spend their holidays within the Fiji Group.

Whether you decide to make the trip to the iTaukei offices in Lautoka or Suva yourself, or contract an

**Health: 1.** Vessel is from a Clear Port and is being cleared in a Designated Port of Entry - FJ\$163.50.

**2.** Vessel is from a Clear Port and is being cleared in an Undesignated Port of Entry - FJ\$1,253.50. **3.** Vessel is from a High Risk Port and is being cleared in a Designated Port of Entry - FJ\$250.00. **4.** Vessel is from a High Risk Port and is being cleared in an Undesignated Port of Entry - FJ\$1340.70. *Fees may change with the inclusion of Overtime & transport allowance.*

**Bio-Security Clearance: 1.** Boarding & clearance of superyachts during normal working hours FJ\$183.12 per vessel. **2.** Boarding & clearance of superyachts after hours - FJ\$462.16 per vessel. **3.** Boarding & clearance of yachts during normal working hours - FJ\$85.02 per vessel. **4.** Boarding & Clearance of yachts after hours FJ\$172.87 per vessel.

**Ports Authority of Fiji:** All entering vessels up to 100 tonnes maximum of FJ\$14.45.

**Important Note: Please keep receipts for payments made in a safe place for departure requirements.**

*\*Figures are subject to change*

agent to do this for you, it is to the **iTaukei Affairs Board** that you must apply for your permit to cruise Fiji's waters.

The following information gives a comprehensive guide to the process and the documentation that you will need to produce.

#### Purpose

The purpose of this permit is to allow bona fide visiting yachts to cruise around the Fiji Islands. This permit is:

- To ensure that Captain of the yacht and its crew are advised of the iTaukei protocol needed to visit iTaukei traditional fishing grounds;

- To inform the iTaukei traditional fishing ground owners to welcome the visitors [you] and assist them should they need; and
- To allow the iTaukei communities to report any suspicious activities and/or any vessel that is accessing the iTaukei communities without the Government's knowledge

### Scope

The cruising permit around Fiji waters shall be issued by the iTaukei Affairs Board under the provision of the Fiji Customs Act to Yachts and Superyachts cruising around Fiji waters and traditional fishing boundaries.

### Responsibility

The Principal Assistant Secretary (PSD) and any of his officers shall be responsible for issuing Cruising Permits.

### Definitions

"Agent" – a registered Marina operating under the Fiji Islands Hotel and Tourism Association (FIHTA) Marine Operators. Also refers to a recognized yacht / superyacht agent.

"Crew" – any person engaged in any capacity on board a yacht.

"Cruising Permit" – means the vessel permit issued by the Principal Assistant Secretary (PSD).

"Customs clearance" – certificate issued by the Fiji Islands Revenue and Customs Authority under the Customs Act Cap.

"Master" – the person in charge or in command of the yacht.

"Passport" – travel document.

"Superyacht" – as defined under Superyacht Charter Decree 2010.

"Travel document" – proof of identification as defined under the Immigration Act.

### Processes to be undertaken by iTaukei Affairs Board staff

#### Application for Cruising Permit

Application for cruising permit shall either be

submitted through an agent or made personally to the Provincial Service Division.

#### Verification of Identity

- Verify the Master of the yacht's identity with his or her passport.
- Verify the yacht's Customs Clearance to indicate that the yacht is a legitimate visitor.
- Verify the identity of the yacht and its colour with Customs Clearance and Certificate of Registration.

#### Issuing of Cruising Permit

- Enter the name of the Master of the yacht as it appears on the passport or travel document on the permit.
- Enter the name of the yacht as it appears on the Customs Clearance Certificate on the space provided on the permit.
- Enter the number of months they wish to cruise in Fiji waters on the permit.
- Enter the number of crews who shall be cruising on the yacht.
- Verify the information being typed on the electronic certificate before printing.

#### Superyacht Cruising Permit

Follow the process as specified above if an agent is lodging the application for cruising within the traditional fishing boundaries on behalf of the Master of the Superyacht.

#### Duration of Permit

The permit shall be issued up to a maximum of six (6) months. Should the yacht depart the Fiji waters within six months after being cleared by Fiji Island Revenue and Customs Authority will have its permit revoked as soon as it leaves Fiji waters.

#### Processing Time

The processing time is 1 day.



## Ports of Fiji

Fiji Ports Corporation Limited (FPC) is a wholly owned Government Commercial company committed to providing return to its shareholders. FPCL owns and carries out maritime operations in the four main ports of Suva, Lautoka, Levuka and Malau. In addition, FPCL also oversees the operations and ISPS requirements for Malau port, Rotuma port and Vuda mariner. There are other ports of entry covered under the Customs Act, but not administered by FPCL, namely Savusavu and any sufferance port.

Communicating with Fiji Ports is via VHF16, and you will be advised when to proceed to anchor at the designated boarding area within the harbour to await the arrival of customs, immigration, bio-security, and health for the required statutory clearances.

Charges relating to pilots (if required) when your vessel is alongside are all stipulated in the tariff guide available from the Fiji Ports website. Piloting is compulsory for all overseas vessels with charges included in the Fiji Ports website.

### About the Ports

#### Port of Suva

Port of Suva is Fiji's largest, busiest and biggest container and general port providing the maritime gateway to the country and also as transshipment center particularly for cargo destined for other Pacific Island countries.

#### Data

Position – 18 degrees – 8 S, 178 degrees – 26 E

5 Berth Locations:

Kings South; 11m @ CD

Kings Central; 11m @ CD

Kings North; 11m @ CD

Walu Bay; 9m @ CD

Princess Wharf; 4m @ CD

Fresh Water: Available at all berths.

#### Port of Lautoka

Situated at position 18 degrees -8 South, 178 degrees -26 East. Handles mostly bulk cargo, including sugar, molasses, woodchips, petroleum, and gas. However it also handles containerized cargoes including the Fiji Water exports.

#### Data

Maximum draft: 11 m @ CD

Fresh Water: Available at the wharf and supplied by Fiji Ports.

Pilot Boat: Available.

#### Port of Levuka

Port of Levuka is primarily a fishing port catering for fishing vessels that berth at Levuka to supply Levuka's Cannery managed by PAFCO.

Levuka is Fiji's old capital and the original wharf was built in 1886. Back then it was a bustling trading centre and was known as Queens Wharf comprising a timber super-structure supported on concrete piles.

Levuka Town is registered as a natural heritage site for Fiji; many of its original buildings and infrastructure remain as it was built in the late 1800's. A step back into Fiji's past and history is experienced with Levuka and it is this unique atmosphere that has encouraged cruise vessels to berth at Levuka to experience their heritage and culture.

#### Data

Maximum Draft: 7.5m @ CD

Fresh Water: Available at all berths.

**For more information on Fiji Ports Corporation:**

**[www.fijiports.com.fj](http://www.fijiports.com.fj)**

**T: 331 2700 | F: 330 0064**



## Health Quarantine

Until further notice, the "Quarantine Pre-Arrival Advice for Vessels" form can be downloaded from [www.fijimarinas.com](http://www.fijimarinas.com)

Completed forms should be emailed to: [healthquarantinefiji@gmail.com](mailto:healthquarantinefiji@gmail.com)

You will need to provide information relating to the health of you, your crew and any passengers and submit this together with a copy of the 50-day movement of the vessel.

### Healthy Ports

For vessels arriving into Fiji from Healthy Ports (free of Malaria, Yellow Fever or any other dangerous communicable diseases), Radio Pratique (approval to berth alongside) may be requested, however, the Health Quarantine officers may still board your vessel for inspection.

### Malaria

Fiji is currently free of the Malaria vector; and we would like to keep it that way. Therefore, if you are travelling from or through any of the below list of ports that have been identified as Malarial carrying mosquito areas within the last 50 days, the Health Quarantine department will need to carry out an onboard inspection. If arriving within 10 days, your vessel will be subjected to anti-malarial spraying. There is a fee applicable for inspection and/or spraying which is dependent upon the size of the vessel.

### Malarial Ports:

Vanuatu, Solomon Islands, Papua New Guinea, Australia (north of the latitude of Brisbane), Panama Canal, the East Indies, Asia, or any port or place in which malaria carrying mosquitoes are present.

You will need to declare this information on your pre-arrival form and you must also notify Port Control that you are arriving from a Malarial carrying mosquito area prior to entering the port. Only after Health Quarantine has given the all clear, will other Border Control Agencies be permitted to board.

### Yellow Fever:

Anyone travelling within 6 days from, or through a country that is yellow fever endemic (see list below), must produce a valid vaccination certificate upon arrival. This must also be declared on the arrival card. Vessels travelling with passengers who have visited yellow fever endemic countries within 6 days of arrival will be boarded first by Health Quarantine Officers.

### WHO: Countries with risk of yellow fever transmission (2012):

Angola, Argentina, Benin, Bolivia, Brazil, Burkina Faso, Burundi, Cameroon, Central African Republic, Chad, Colombia, Congo, Democratic Republic of the Congo, Cote d'Ivoire, Ecuador, Equatorial Guinea, Ethiopia, French Guyana, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Guyana, Kenya, Liberia, Mali, Mauritania, Niger, Nigeria, Panama, Paraguay, Peru, Rwanda, Sao Tome & Principe, Senegal, Sierra Leone, South Sudan, Sudan, Suriname, Togo, Trinidad & Tobago, Uganda and Venezuela.

### Worldwide Pandemics:

Outbreaks such as Ebola, H1N1 and Bird Flu have unfortunately swept through the world's population in the past. Should such another pandemic occur, arrival from, or through an infected country must be declared. The Ministry of Health will take necessary precautions to keep the people of Fiji safe, and you should check for updates to information during such a time, as each situation will be different.

**For any further information,  
please contact the Quarantine Authority of Fiji  
on 3306 177 or 321 5710**



## Biosecurity Authority of Fiji (BAF)

Biosecurity is the protection of the economy, environment, biodiversity and human health from the negative impacts associated with the entry, establishment and spread of organisms including pests, diseases and invasive species.

It is also ensuring Fiji has a strong export industry for our produce by maintaining existing trade markets and finding new ones. Bio-security is vitally important to Fiji as we are heavily reliant on agriculture and our natural environment. New pests can not only devastate our food security, but can also damage agriculture or horticultural production, forestry and tourism and affect trade in international markets.

The economic consequences of failing to protect Fiji are dire: it could affect our employment opportunities, our human health and also our traditional lifestyle which is highly treasured.

All ships and vessels travelling to Fiji need to meet a number of requirements before and upon arrival to ensure Fiji's environment, economy and people are protected from invasive pests and diseases.

This page sets out the requirements for ships and vessels.

### Yachts

Yachts and pleasure crafts are welcome in Fiji. However, international yachts entering Fiji waters are considered to be of a high biosecurity risk and are closely monitored by BAF. Hence it is important for yacht owners to be aware of the clearance procedures for yachts and other pleasure crafts.

#### Biosecurity clearance procedures:

- Once in Fiji waters, the yachts should proceed immediately to the designated port of entry.
- The Master or Captain of the yacht must declare to BAF the following:
  - the destination seaport in Fiji and the estimated time of arrival of the vessel;
  - its immediate preceding port or place of call;
  - the proposed itinerary of the vessel until it leaves Fiji;
  - the presence of any live animal or live plant on the vessel;

- any other matter relevant to facilitating biosecurity landing clearance of the yachts that is specified by BAF.

This above declaration must be made at least 24 hours before the estimated time of arrival.

The vessel master must complete a Master's Declaration Form declaring all biosecurity risk items on board that are either restricted or prohibited.

#### Items to declare include:

- Foods (tinned/packed), including meat, sausages, salami, ham, poultry, eggs, milk, butter, cheese, honey etc;
- Plants or parts of plants (live or dead) including vegetables, fruits, nuts, seeds, bulbs, flowers (fresh or dry), mushrooms, straw, bamboo or any other articles made of plant materials;
- Animal products including feathers, fur/skin, shells, hatching eggs;
- Animals, reptiles, fish, birds (or parts thereof), alive or dead, stuffed or mounted;
- Soil or equipment used with animals of any kind or that has come in contact with soil;
- Biological specimens including vaccine cultures, blood or any other biological specimen; and
- Domesticated pets to be bonded and kept on board the vessel at all times (cats/dogs/birds etc).

Some of these items will not be permitted to be kept aboard the yacht for the duration of the visit in Fiji. What is allowed to stay aboard will be at the discretion of the Biosecurity Officer at the time of inspection, depending on the risk they represent.

The yachtmaster should also ensure that no refuse containing any animal, plant, animal product or plant product is discharged from the yacht into the sea while the yacht is in Fiji. All refuse generated on the vessel is placed in a suitable leak-proof container, with a lid, and the container is securely fastened at all times and kept aboard the yacht. The refuse can only be removed from the yachts under the directions of the Biosecurity Officer.



**Live animals on yachts:**

Yachts arriving in Fiji with live cats, dogs, pet birds etc must pay a bond as security against the dog, cat or pet bird etc coming ashore while in Fiji's territorial waters. The bond payment is F\$1,500 which is refundable upon departure from Fiji if bond conditions are not breached.

In general no animals will be permitted to come ashore in Fiji and must remain on board the vessel at all times while in Fiji's territorial waters.

Cats, dogs and other pet animals may not be imported into Fiji via yachts.

Cats and dogs must be vaccinated against rabies not more than 12 and not less than 6 months before arriving in Fiji. One month after the rabies vaccination of the dog, it must be subjected to the Rabies Neutralization Antibody Titer Test (RNATT) with a positive result of no less than 0.5 IU per ml.

By taking these precautionary measures visitors will enjoy traversing the pristine waters of Fiji without the worry that their pets may be posing a risk to the native fauna, flora, the environment and the friendly people of Fiji.

Pet birds (e.g. parrots, finches, canaries etc) on yachts, must have been tested free of Newcastle Disease six (6) months prior to arrival in Fiji, must not have been in the waters of countries not free of Newcastle Disease without vaccination less than six (6) months prior to arrival in Fiji. Pet birds must be in locked cages at all times, and must not be brought on shore at any time.

Other species of pet animals are prohibited from entry into Fiji waters via yachts.

Vaccination certificates and laboratory tests results must be original and made available to Biosecurity Officers when Biosecurity Boarding Inspections are carried out at the first Port of Entry.

*For further information or clarification please contact the Biosecurity Authority of Fiji on*  
T: +679 331 2512, Shortcode 5994,  
F: +679 330 5043 or E: [yachtinfo@baf.com.fj](mailto:yachtinfo@baf.com.fj)

## Departing Fiji

You must advise Customs at least 24 hours prior to your expected departure and then berth your yacht in a port of entry/exit.

You are required by officials to sail your yacht to the Port where you wish to apply for departure clearance. You **must not** leave your yacht at a Marina or Yacht Club and travel by land to your chosen departure Port.

Pay your port fees at the port office and proceed to the Customs Office to complete Customs clearance out formalities. You will need your inbound clearance papers, crew details, the details of your vessel and next port of call. Don't forget your updated inventory of on board alcohol, tobacco and medical supplies if you have taken advantage of the Super Yacht Special Duty arrangement.

Immigration will not clear you until you have been cleared by customs. Customs will only clear you providing your port fees and all other fees (including health and biosecurity) have been paid (receipts for these should have been kept).

Once cleared, you will need to leave Fiji waters within 24 hours. It is prohibited to stop at any island once cleared out. However, if your departure is delayed for some reason, and you anticipate being in Fiji over that 24 hour time period, you need to contact the same customs officer and advise them of this **as soon as possible!**

Immigration also requires prior notice so that they are ready to authorize your departure and once cleared, it is expected that you will depart the port immediately.

Overstaying 24 hours after departure can result in large fines (\$20,000) or even imprisonment (2 years) of the yacht master, and this can create many problems with your clearance from Fiji. Best to check the weather and your boat for anything that could cause an issue or delay with plenty of time to spare. Be sure to contact the same customs office immediately, and record in your Log Book the reason for failure to depart.

## Moce Mada...

# Information on Wildlife Trade for Yachting Visitors

by Helen Pippard

*Species Officer @ IUCN Oceania*

## Introduction to CITES

The international trade in wildlife is estimated to be worth around US\$10 billion per year and includes hundreds of millions of plant and animal species ranging from live specimens to wildlife products derived from them.

The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) is an agreement developed between governments to ensure that international trade does not threaten a species' survival. To date, 175 countries (known as Parties) including Fiji have joined CITES.

The Convention has three lists of species (Appendices) that are considered to be at risk from international trade. If a species is listed in the Appendices, governments must ensure that trade of these species into and out of their countries is regulated to prevent the species from becoming endangered or extinct.

**Appendix I** includes species that are threatened with extinction. Trade in these specimens is permitted only in exceptional circumstances. Trade in pre-CITES (Pre-Convention) specimens (i.e. specimens harvested prior to the date they were listed on the CITES Appendix) is allowed with the correct documentation.

**Appendix II** includes species that may become threatened with extinction if trade is not properly regulated. Trade in these species requires a CITES export permit as a minimum. In addition, Appendix II includes look-alike species in order to effectively regulate trade and prevent unnecessary extinctions.

**Appendix III** lists species that are protected in at least one country, which has requested other CITES Parties to assist in controlling the trade of such species. Species are not necessarily threatened with extinction on a global scale. Fiji does not have any species listed in Appendix III of the Convention.

## Endangered and Protected Species (EPS) Act

Although CITES is legally binding on the Parties, it does not take the place of national laws. Parties therefore implement the Convention through their own national legislation. Fiji joined CITES in 1997 and implements the Convention through the *Endangered and Protected Species Act (2002)* (EPS Act) and the *Endangered and Protected Species Regulations (2003)* (EPS Regulations). The EPS Act aims to regulate and control the international trade,

domestic trade, possession and transportation of species protected under CITES.

As well as species listed in the CITES Appendices, the EPS Act contains Fijian species that are not listed in the Appendices, but which are instead protected under Schedules 1 and 2. Like the CITES-listed species, trade in these species must be authorized through permits. A species listed in Schedule 1 or 2 can only be traded into or out of Fiji if the Department of Environment has approved the trade and issued the relevant permit.

**Schedule 1** of the EPS Act lists all species indigenous to the Fiji Islands that are not listed in Appendix I of CITES but which are believed to be threatened with extinction

**Schedule 2** lists species indigenous to the Fiji Islands that are not listed in Appendix I, II or III or Schedule 1 of the EPS Act

## Permits

Contact the Department of Environment for advice on trading an endangered species or specimen. Obtain the relevant permit or letter of approval from iTaukei Affairs Board, Dept. Forestry, Dept. Fisheries or Quarantine Division prior to applying for a CITES permit.



*For further information, please contact:*

[info@environment.gov.fj](mailto:info@environment.gov.fj) | T: +679 331 1699 | [www.environment.gov.fj](http://www.environment.gov.fj)



[www.cites.org](http://www.cites.org) for general information about CITES  
[www.iucnredlist.org](http://www.iucnredlist.org) for information on threatened species



**DUTY FREE BUNKERING**  
By law only vessels 100 tons net or more may bunker duty free fuel. Your yacht or ship agent must get an approved C-35 form from customs before any bunker.

# A Quick Guide to the Fijian Language

## Bula!

“Bula!”, the Fijian ‘hello’, is the best-known Fijian word. Whatever their own language, people who come from Fiji like to say *bula* to each other when they meet in other parts of the world.

*Bula* is not the only Fijian word for ‘hello’. Throughout the western part of Fiji, including western Vitilevu, the Yasawa and Mamanuca islands, and Vatulele, the usual word for ‘hello’ is *cola* (pronounced *thola*). If you are in western Fiji, try saying *cola* instead of *bula*, and the gesture will be appreciated.

There is another, more respectful, way of saying hello, which is by adding *ni* before the *bula* or *bula vinaka*. So *Ni bula* or *Ni bula vinaka* is what you might say if you were formally introduced to a chief, or a person of high status.

## Sounds of Fijian

Fijian uses the Roman alphabet, as do English and most European languages, but some of the letters represent sounds in ways that are unexpected for English speakers.

The vowels are a little different from English – and how different they are depends on what kind of English you speak! If you are a speaker of German, Italian or Spanish, you should have no problems at all, because the five vowels (a, e, i, o, u) are pronounced almost exactly the same. The pronunciation is roughly as follows:

a	as in ‘spa’
e	as in ‘pet’
i	as in ‘machine’
o	as in ‘sore’
u	as in ‘too’

Some vowels have a line over the top: *ā, ē, ī, ō, ū*. This line is called a ‘*macron*’, and is used in Fijian and other Pacific languages to show that the vowel is long – so it’s pronounced significantly longer than the same vowel without a macron. It’s a bit like the difference between the vowel in ‘sit’ (short) and ‘seat’ (long).

Getting the length of the vowels right is important. For example, *vuvu* means ‘muddy’, but *vūvū* means ‘jealous’, and takes about twice as long to pronounce. Here are some small differences in the

pronunciation of consonants that English speakers need to bear in mind:

c	is like the ‘th’ in ‘that’ (not as in ‘thin’)
b, d	have a preceding nasal consonant, so b sounds like ‘mb’ and d like ‘nd’
g	is like the ‘ng’ in ‘hang’ (not as in ‘finger’)
j	is like ‘ch’, but without the puff of breath that usually follows
k, p, t	are as in English, but without the puff of breath that usually follows. Also, t often sounds like ‘ch’ before the vowel i, so <i>oti</i> is often pronounced as if it were <i>ochi</i> (‘ochi’).
r	is rolled, as in Scottish English, Spanish, etc.
q	is like the ‘ng’ in ‘finger’ (not as in ‘hang’)
v	is pronounced by placing the lips together (not with the lower lip against the upper teeth as in English).

## Who speaks Fijian?

There are many different varieties of Fijian. There are about 300 regional dialects. Of these, approximately one hundred are ‘western’ and two hundred ‘eastern’. These two groups are very distinct, so much so that they should be considered totally different languages. Below are a few examples of common words that differ between a typical western dialect and Standard Fijian, which is eastern:

Western Fijian	Standard Fijian	English
<i>la</i>	<i>lako</i>	go
<i>qu</i>	<i>au</i>	l
<i>maru</i>	<i>keirau</i>	us two (not you)
<i>bālō</i>	<i>lasu</i>	tell a lie
<i>kova</i>	<i>dabe</i>	sit
<i>tavukē</i>	<i>i keri</i>	there (where you are)
<i>were</i>	<i>vale</i>	house
<i>mataku</i>	<i>rere</i>	afraid
<i>vulau</i>	<i>goneyalewa</i>	girl

# Useful English - Fijian (Standard) Translations

a	na, e dua na
a little	vakalailai
a lot	vakalevu
able to	rawa ni
above	i cake
accept	ciqoma
accident	vakacalakā
ache	vutu
aeroplane	waqavuka
afraid	rere-vaka
again	tale
ahead	liu
alive	bula
all	kece, taucoko
allowed	vakatarai
almost	vōleka ni
alone	duadua
animal	manumanu
another	e dua tale
arrangement	veivosaki
arrive	yaco
arrogant	viavialevu
ashamed	māduā
ask a favour	kerekere
awake	yadra
away	tani
backwards	i muri
bag	kato
bailer	inima
banana	jaina
bank	baqe
bathe	sili, sisili
bathroom	valenisili
beautiful	totoka
bed	idavodavo
beef	bulumakau
beer	bia
begin	tekivū
behind	muri, daku
below	rā
best	vinaka duadua
better	vinaka (cake)
beware of	qarauna
bible	ivolatabu
bicycle	basikeli
big	levu
birthday	siganisucu
bite	kata, kati-a
bitter	wiwī
black	loaloa
blessed	kalougata
blood	drā
blow	uvu-ca
blue	karakarawa
board	vodo
boat	boto
bone	sui

book	ivola
boss	boso
both	ruarua
bottle	tavaya
boy	gonetagane
bread	madrai
breadfruit	uto
break	voroka
breakfast	katalau
breathe	cegu
bring	kauta mai
brought	kau mai
bucket	vōkete
burn	kama
bus	basi
bush	veikau
business	bisinisi
busy	osooso
buy	volia
call	kaci-va
can	rawa ni
canoe	waqa
car	motokā
care for	lomana
carpenter	mātai
carry	kau-ta
catch	ciqoma
cemetery	ibulubulu
cent	sede
centre	lomadonu
chair	idabedabe
change	veisau-taka
charity	loloma
chat	talanoa
cheeky	vosalevu
chicken	toa
chief (male)	tūraga
chief (female)	marama
child	gone
church (bdg)	valenilotu
church (srv)	lotu
cigarette	itibi
clan	mataqali
clap	vakasausau
clean	savasavā
clear	macala
clever	vuku, mātai
clock	kaloko
close	sogota
close (near)	vōleka
clothes	isulu
coast	bāravi
coconut	niu
cold	batabatā
come	lako mai
complete	taucoko
cooked	buta

cool	liliwa
coral reef	cakau
correct	donu, dina
cost	isau
cough	vū
count	wili-ka
crew (ship)	kaimua
crooked	veve
cup	bilo
cure	walia
custom	itovo
cut	musuka
dad	tā
dance	dānisi
dance (trad)	meke
dark	butō
daughter	luve- yalewa
day	sigā
dead	mate
deckhand	kaimua
deep	titobu
delicious	maleka
devil	tēvoro
die	mate
different	duatani
difficult	drēdrē
dinner	ivakayakavi
dirty	duka
dislike	cata
district	tikina
dive	nunu
do	cakava
doctor	vuniwai
dog	koli
done	caka
don't	kua ni
door	kātuba
down	sobu
dry	māmaca
eager	mākutu
earth oven	lovo
easy	rawarawa
eat	kana, kania
eat dinner	vakayakavi
eat lunch	vakasigalevu
edible	laukana
eight	walu
electricity	livaliva
embarrassed	māduā
embrace	mokota
empty	maca
English	vakavālagi
enjoy	tāleitaka
enough	rauta
enter	curu (i loma)
escape	drō
evening	yakavi

excellent	uasivi
exit	curu (i tuba)
fall	lutu
false	lasu
family	vūvale
fan	iri
far	yawa
fast	totolo
fat	levulevu
father	tama-, tā
fear	rere-vaka
female	yalewa
fetch	lakova
Fijian	vakaviti
film	yalovalo
find	kunea
fine	totoka
finished	oti
first	imatai
fish	ika
fish-fence	baniika
fishing-line	wānisiwa
five	lima
flashlight	cināivaliva
flee	drō
fly	vuka
follow	muri-a
food	kākana
forbidden	tabu
forget	guilecava
fork	icula
forwards	i liu
four	vā
free	galala
friend	itau
from	mai
fruit	vua
full	sīnai
funny	lasa
garden	iteitei
gentleman	tūraga
gentle	yalomālua
genuine	dina
get off	sobu
get on	vodo
get ready	vakarau-taka
gift	iloloma
girl	goneyalewa
give	solī-a
glasses	matailoilo
go	lako, gole
go ahead	liu
go ashore	cabe
go back	lesu
go behind	muri
go in	curu (i loma)
go on a trip	gādē
go out	curu (i tuba)
god	kalou
good	vinaka
goodbye!	moce!
goods	iyāyā

government	matanitū
grab	kovea
grass	cō
great	set
greedy	kocokoco
guest	vūlagi
habit	itovo
hair	ulu
half	veimāmā
hand	liga
handsome	totoka
happy	mārau
hardworking	gūmatua
hat	isala
hear	rogoca
heavy	bībī
hello	bula
help	veivuke
high tide	ua
him	koya
hold	taura
hole	qara
honest	yalodina
hot	katakata
hotel	ōtela
hour	awa, yawa
house	vale
how	vakacava
hug	mokota
hundred	drau
hungry	viakana
hurt	mosi, mavoa
immediately	sara
injured	mavoa
inside	loma, loma
invite	sureta
island	yanuyanū
jealous	vūvū
joke	veiwali
July	Julai
jump	lade, rika
June	Jūnē
just	dodonu
keen	mākutu
kerosene	karasini
kind	yalovinaka
kiss	regu-ca
kitchen	valenikuro
knife	isele
know	kilā
lady	marama
lamp	cina
land	vanua
language	vosa
large	levu
late	bera
later on	mālua
laugh	dredre
laze about	mokusiga
learn	vuli-ca

leave behind	biu-ta
letter	ivola
lift	lave-ta
lightning	liva
little	lailai
long	balavu
long time	dedē
look at	rai-ca
look for	vāqarā
lost	yali
love	loloma
low tide	mati
lucky	kalougata
luggage	iyāyā
mad	lialia
male	tagane
man	tagane, tūraga
manioc	tavioka
market	māketē
marriage	vakamau
married	vakawati
mat	ibe
matches	māsese
medicine	wainimate
message	itukutuku
midday	sigalevu
midnight	bogilevu
mile	maile
milk	sucu
mine	noqu
hungry	yali
money	ilavo
month	vula
moon	vula
morning	mataka
mother	tina-, nā
move	toso
mud	sōsō
muddy (wtr)	vuvu
mum	nā
my	noqu
name	yaca
narrow	rabalilai
near	vōleka
neat	maqosa
net	lawa
never mind	veitālia
new	vou
news	irogo
nice (person)	yalovinaka
night	bogi
nine	ciwa
no, none	sega
not allowed	tabu
not enough	lailai
not yet	se bera
now	sā
ocean	wasawasa
oil	waiwai
old (person)	qase

old (thing)	makawa
one	dua
open	dolava
outside	tuba
owner	itaukei
pants	tarausese
papaya	weleti
pass, past	sivi
passenger	pasidia
passport	pasipote
pawpaw	weleti
pay	isau
pillow	ilokoloko
pitiful	vakaloloma
place	vanua
plantation	iteitei
play (sport)	qito
policeman	ovisa
poor (pitiful)	vakaloloma
possible	rawa
post office	posi
pray	masu
prepare	vakarautaka
priest	bete
problem	leqa
province	yasana
pull	drē, dreta
push	bili-ga
put out (fire)	bokoca
quick	totolo
radio	rētio
rain	uca
ready	vakarau
really!	sā dina!
red	damudamu
refuse	bese
remember	nanuma
request	kerekere
reside	tiko
rest	cegu
return	lesu
river	uciwai
road	gaunisala
rock	vatu
rugby	raka, rakavi
run	cici
sad	rarawa
sail	soko
sailor	dausoko
salt	māsima
sand	nuku
sarong	isulu vakatoga
say goodbye	vakamoce
say hello	vakabula
school	koronivuli
scream	kaila
sea	waitui
second	karua
see	raica
sell	volitaka

seven	vitu
shallow	vōdea
shark	qio
ship	waqa
shop	situa
shopping	volivoli
shore	bāravi
shout	kaila
show	vakaraitaka
show respect	vakarokoroko
shut	sogota
sick	tauvimate
simple	rawarawa
sing	laga sere
sink	luvu
sit	dabe
six	ono
skilled	mātai
skin	kuli
sky	lomālagi
sleep	moce
slow	berabera
slowly	vakamālua
small	lailai
smoke	kubou
soap	sovu
soft	malumu
soil	qele
soldier	sōtia
someone	e dua
son	luve- tagane
soon	vakarau
sorry!	tilou! vosota!
souvenir	ivakananumi
speak	vosa
stairs	ikabakaba
stand	tū, tūcake
star	kalokalo
stay	tiko
steal	butako
stop	tū
story	italanoa
straight	dodonu
string	wā
strong	kaukaua
study	vuli, vuli lēsoni
stupid	lialia
suck	domi-ca
sugar	suka
sugarcane	dovu
take	kauta, taura
taken	kau
talk	vosa
tapa	masi
taro	dalo
taro leaves	rourou
taste (try)	tovolea
tea	tī
telephone	talevoni
tell	tukuna

ten	tini
thank you	vinaka
that way	vāyā
this way	vāqō
three	tolu
throw	virī-taka
throw away	biu-ta
thunder	kurukuru
time	gauna, kaloko
tired	oca
today	nikua
together	vata
toilet	valelailai
tomorrow	nimatata
tooth	bati
top	dela
tourist	saravanua
towel	tauelu
tree	kau, vunika
trouble	leqa
true	dina
trust	nūtaka
try (test)	tovolea
turn	gole
two	rua
up, upwards	cake
village	koro, nakoro
visible	laurai
visitor	vūlagi
wait	wāwā
wake up	yadra
walk	taubale
want	vinakata
wash	savata
watch	kaloko
watch out for	qarauna
water	wai
weak	malumalumu
weather	draki
weave	tali-a
week	mācawa
well	vinaka
wet	suasua
what	cava
when?	naica?
whistle	kalu
white	vulavula
why	baleta
wide	rabalevu
wife	wati
wind	cagi
wireless	wālesi
wise	vuku
woman	yalewa
work	cakacaka
write	volavola
wrong	cala
year	yabaki
yes	io
yesterday	nanoa

# FIJI Shores & Marinas 2020

## DIRECTORY SERVICE

**Fiji Yachting Association**  
c/o Tradewinds Marine Ltd  
P.O. Box 3084  
Lami | Fiji  
T: 3361833 | 3361796 | F: 3361035

**Fiji Surf Association**  
T: +679-732-8044  
isei@surfingfiji.com.fj  
www.surfingfiji.com.fj

### Marinas

**Copra Shed Marina | Savusavu**  
VHF: 16 & 17 | T: 885 0457  
coprashed@connect.com.fj

**Port Denarau Marina**  
VHF: 16 & 14  
T: 675 0600 | F: 675 0700  
reservations@denarumarina.com

**Musket Cove Marina**  
Mamanuca Islands  
VHF: 68 | T: 666 2251  
mcy@musketcovefiji.com

**Royal Suva Yacht Club | Suva**  
VHF: 16 & 68 | T: 331 2921 | 992 2921  
info@rsyc.org.fj

**The Pearl Resort Marina, Pacific Harbour**  
T: 7730 022  
stay@thepearlsouthpacific.com

**Vuda Marina Fiji | Vuda**  
VHF: 16 & 11 | T: 666 8214  
reception@vudamarina.com.fj

**Waitui Marina | Savusavu**  
VHF: 16 | T: 835 3913  
waituimarinafiji@gmail.com

**Savusavu Marina & Boatyard**  
VHF: 16 | T: 885 3543  
savumari@connect.com.fj

### Resorts with Anchorages

**Boathouse Nanuya**  
16° 56' 28" S | 177° 22' 10" E  
T: +679 666 7633

**Dive Academy Fiji Viani Bay**  
16° 74' 47.15" S | 179° 89' 25.83" E  
T: +679 725 8184 | 725 8167  
info@diveacademyfiji.com

**Leleuvia Island Resort**  
17° 48' 0" S | 178° 43' 59" E  
T: +679 8384 365  
colin@leleuvia.com

**Matava Resort**  
19° 02' 55" S | 178° 23' 47" E  
info@matava.com

**Paradise Taveuni**  
16° 56' 07" S | 179° 54' 06" E  
T: +679 888 0125 | M: +679 999 0125  
Reservations@ParadiseinFiji.com

**Robinson Crusoe Island Resort**  
18° 03' 49" S | 177° 15' 97" E  
T: +679 891 3900  
robinsoncrusoe@connect.com.fj

**Safari Island Lodge**  
17° 17' 914" S | 178° 13' 361" E  
T: +679 628 3332  
warren@safarilodge.com.fj

**Taveuni Dive Resort**  
16° 50' 23" S | 179° 58' 2" E  
T: +679 891 1063  
enquiry@taveunidiveresort.com

**Vatia Beach Eco Resort**  
17° 25' 10" S | 177° 45' 07" E  
T: +679 625 4737

**Volivoli Beach Resort**  
17° 18' 41" S | 178° 10' 24" E  
T: +679 669 4511 | M: +679 999 2113

**Wananavu Beach Resort**  
17° 19' 4" S | 178° 12' 14" E  
T: +679 669 4433  
stay@wananavu.com

### Overnight Charters

**UniQue - 2 double cabins**  
16.3m Sailing Catamaran  
enquires@uniquechartersfiji.com

**Stellar - 4 double cabins**  
49.4 ft Fast Cruiser  
Rachael@fjjsafari.com

**Bel'Mare - 6 guests**  
86m Power Catamaran  
info@belmarefiji.com

**High Aspect - 4 double cabins**  
22 m Yacht  
info@yachtchartersfiji.com

**Moale - 8 guests**  
48m Sailing Catamaran  
info@adventuresailingfiji.com

**Tui Tai - 22 guests**  
42 m Tall Ship  
reservations@tuitai.com

**Wayward Wind - 8 guests**  
70ft Topsail Schooner  
info@waywardwind.com.fj

**Looping**  
43m Sailing Catamaran  
saillanorth@gmail.com

**Catatac - 8 guests**  
65ft Power Catamaran  
alan@charterboatsfiji.com

**Quixotic - 3 double cabins**  
13m Sailing Catamaran  
Quixotic@gmail.com

**Wai Tadra - 6 guests**  
40ft Flybridge Cruiser  
info@xtaseacharters.com

### Fiji Almanac & Fiji Chart Agents

**Hydrographic Office**  
Fiji Marine Department, Suva  
T: 336 1099 | F: 330 6295  
navops@navy.gov.fj

**Carpenters Shipping**  
22 Edinburgh Drive, Suva  
T: 3312 244 | F: 330 1572  
5-11 Naviti Street, Lautoka  
T: 666 3988 | F: 666 4896

**The Yacht Shop**  
4 Vetaia Street, Lami, Suva  
T: 336 1522 | 999 7790  
yachtshop@tradewinds.com.fj  
Vuda Point Marina T: 999 3617  
Copra Shed Marina T: 999 9307  
Royal Suva Yacht Club T: 999 3932  
Port Denarau T: 999 3706

### Pilots

**Sea Pilots (Fiji) Ltd**  
193 Rodwell Road, Suva  
T: 331 0983 | 331 2003  
Lautoka: T: 992 0415  
seapilots@unwired.com.fj

### Yacht & Super Yacht Agents

**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
info@baobabmarine.com

**Yacht Help Fiji**  
Port Denarau, Nadi  
T: 675 0903 | info@yachthelp.com

**Yacht Partners Fiji**  
Port Denarau  
T: +6421 458 062  
F: 675 0062 or 675 0794  
team@yachtpartnersfiji.com

### Towage

**South Sea Towage Limited**  
25 Eliza St, Walu Bay, Suva  
T: 331 2488

### Shipping Agents

**Carpenters Shipping**  
22 Edinburgh Dr, Suva T: 331 2244  
5-11 Naviti St, Lautoka T: 666 3988  
Nadi Airport, Nadi T: 672 2933  
agency.shipping@carpenters.com.fj

**Pacific Agencies (Fiji) Ltd**  
Level 2, Gohil Complex, Suva  
T: 331 5444  
6 Sautamata St, Lautoka  
T: 666 0577  
Nadi Airport, Nadi  
T: 672 5054  
info@pacshipfiji.com.fj

**Williams & Goslings**  
80 Harris Road, Suva T: 331 2633  
Navutu Ind. Lautoka T: 666 4093  
Nadi Airport, Nadi T: 672 2855  
Main St, Savusavu T: 885 3002  
info@wgfiji.com.fj

### Dive Equipment & Servicing

**Bikini Bottom Dive Shop**  
Shop 17, Arts Village,  
Pacific Harbour  
T: 973 1176 | 998 1176  
bibods@yahoo.com

### Water Sports Equipment

**Baobab Water Sports**  
Shed 12, Port Denarau marina  
T: +679 9996556  
fiji@baobabmarine.com

**Tradewinds Marine**  
4 Vetaia Street, Lami, Suva  
T: 336 1522 | 999 7790  
yachtshop@tradewinds.com.fj

### Game Fishing Supplies

**Baobab Water Sports**  
Shed 12, Port Denarau marina  
T: +679 9996556  
fiji@baobabmarine.com

**Bobs Hook Line & Sinkers**  
14 Thomson Street, Suva  
T: 330 1013 Suva | 670 2013 Nadi

### Life Raft, Safety Equipment & Services

**Lawhill Life Raft & Marine**  
25 Waitala Ind. Est.,  
Lami, Suva | T: 336 1171  
adm@lawhillfiji.com  
Lot 5, Business Industrial Lane  
Denarau, Nadi | T: 672 5226  
sales@lawhillfiji.com

**Marine Safety Services Ltd**  
Ground Floor, RSESA Bldg,  
Tofua St, Walu Bay  
T: 331 2426 | 992 2426  
992 2427 | 992 2429  
isaac.whippy@marinesafety.com.fj

### Airlines, Helicopters & Transfers

**Fiji Airways | Fiji Link**  
24 HOURS 7 DAYS  
T: 672 0888 | 330 4388  
**Suva Travel Centre, Grd Flr, Colonial Building, Victoria Parade, Suva**  
T: 672 0777 | 8am-5pm Mon-Fri  
**Nadi Travel Centre, Nadi Airport,**  
T: 672 2777 | 8am-5pm Mon-Fri  
After hours: 672 2824

**Sky Dive Fiji**  
Nadi Airport  
T: 992 4079  
admin@skydivefiji.com  
**Helicopter Fiji**  
Nadi Airport  
T: 992 4940 | 992 4078  
sales@helitoursfiji.com

**Pacific Island Air**  
Nadi Airport  
T: 672 5644 | F: 672 5641  
reservations@pacisair.com.fj

**Northern Air**  
T: 347 5010 | F: 347 5004  
northernair@connect.com.fj

### High Commissions & Embassies

**Australia**  
37 Princes Road, Tamavua, Suva  
T: 338 2211  
Opening Hours | 8am-4.30pm Mon to Fri  
Consular Emergency Centre (Australia):  
+61 6261 3305 (24 Hours)

**New Zealand**  
10th Floor, Reserve Bank Bldg,  
Pratt Street, Suva | T: 331 1422  
NZHC@unwired.com.fj

**France**  
7th Floor Dominion House,  
Thomson Street, Suva  
T: 331 2233 | 331 0562 | Nadi: 707 8050  
Emergency Assistance: +679 992 1752  
Opening Hours | 8am-5.30pm Mon to  
Thurs and 8am-12pm Fri

**United Kingdom**  
Victoria House,  
47 Gladstone Road, Suva | T: 322 9100  
Twitter: @ukinfiji  
Opening Hours | 8am-4pm  
After Hours Emergency: +679 322 9100

**United States of America**  
158 Princes Road, Tamavua, Suva  
T: 331 4466  
Opening Hours | 8am-5.30pm  
After Hours Emergency: +679 772 8049

### Chandlery & Rigging

**Imported Marine Accessories**  
Port Denarau Marina  
T: 675 0993 | 923 6125  
imait@connect.com.fj

**The Yacht Shop**  
4 Vetaia Street, Lami, Suva  
T: 336 1522 | 999 7790  
yachtshop@tradewinds.com.fj  
Vuda Point Marina T: 999 3617  
Copra Shed Marina T: 999 9307  
Royal Suva Yacht Club T: 999 3932  
Port Denarau T: 999 3706

### Slipways

**Fiji Ships & Heavy Industries LTD**  
Lot 1 Eliza Street, Walu Bay, Suva  
T: 330 6426  
mataivasu@fijiports.com.fj

**South Seas Slipway**  
Shed 11, Muaiwalu Complex,  
Rona St, Walu Bay, Suva  
T: 3314819  
tale@solander.com.fj

## Outboards Sales | Service | Parts | Repairs

**HIDEA - Yacht Help**  
Port Denarau, Nadi  
T: 675 0903  
[info@yachthelp.com](mailto:info@yachthelp.com)

**MERCURY - Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

**SUZUKI - Niranjans**  
366 Grantham Road, Raiwaqa, Suva  
Suva T: 338 1555  
Ba T: 667 6555  
Labasa T: 881 1199  
Lautoka T: 666 1733  
Nadi T: 672 4677  
Sigatoka T: 650 0511

**TOHATSU | HONDA**  
Carpenters Motors  
Suva T: 331 3644  
Labasa T: 881 1522  
Lautoka T: 666 0599  
Nadi T: 670 6481  
Savusavu T: 885 0274  
[sales.motors@carpenters.com.fj](mailto:sales.motors@carpenters.com.fj)

**YAMAHA - Asco Motors**  
Ratu Mara Road, Nabua, Suva  
T: 338 4888  
Marina Drive, Lautoka  
T: 666 9213  
Queens Road, Namaka, Nadi  
T: 672 1777  
Ganga Singh Street, Ba  
T: 667 4406  
Nasekula Road, Labasa  
T: 881 1688 | F: 881 1749  
Yacht Help Fiji, Port Denarau  
T: 675 0903

**GENERAL - City Marine**  
Foster Road, Walu Bay, Suva  
T: 324 0004 | 992 0066

## Marine Engines

**CATERPILLAR**  
Suva T: 327 5027  
Labasa T: 881 1522  
Lautoka T: 666 1655

**HYUNDAI**  
**Seamech Ltd**  
21 Matua St, Walu Bay, Suva  
T: 330 1882  
[seamech@connect.com.fj](mailto:seamech@connect.com.fj)

**VOLVO**  
**Yacht Help**  
Port Denarau, Nadi T: 675 0903  
[info@yachthelp.com](mailto:info@yachthelp.com)

**YANMAR**  
**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

## Air Supply

**Air Is Us**  
Building 6, Mokosoi Industrial Estate  
Pacific Harbour  
T: 999 9363  
[kim@airisus.com](mailto:kim@airisus.com)

## Canvas Products | Repair | Upholstery

**City Auto Trimmers Ltd**  
Lot 10, Jai Hanuman Rd,  
Bhindi Subdivision, Vatuwaqa, Suva  
T: 338 482  
[cityautotrimmers@connect.com.fj](mailto:cityautotrimmers@connect.com.fj)

**Auto Upholstery Canvas**  
12 Nava Street, Lautoka  
T: 666 2438 | 997 8229

**Jet Set Upholstery Works**  
Wekamu Industrial, Nadi  
T: 670 5720 | 997 5156  
[jetsetupholstery@gmail.com](mailto:jetsetupholstery@gmail.com)

**Marshall Sails LTD**  
Port Denarau Marina, Nadi T: 675 0996  
Vuda Point, Lautoka T: 666 0030  
[marshallssails@connect.com.fj](mailto:marshallssails@connect.com.fj)

## Marine Paint | Hardware | Epiglass Products

**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

**HEMPEL**  
**Pacific Coatings Ltd (Dulux)**  
15-21 Nukuwatu St, Lami, Suva  
T: 336 1622

**Resene Pacific Ltd**  
Wailada, Lami T: 336 1700  
Marine Drive, Lautoka T: 666 7673

**BRITISH PAINTS**  
**Pacific Coatings Ltd (Dulux)**  
15-21 Nukuwatu St, Lami, Suva  
T: 336 1622

**INTERNATIONAL PAINTS**  
**Tradewinds Marine**  
4 Vetaia Street, Lami, Suva  
T: 336 1522 | 999 7790  
[yachtshop@tradewinds.com.fj](mailto:yachtshop@tradewinds.com.fj)

## Refrigeration & Air Conditioners

**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

**Kooline Refrigeration Lautoka Ltd**  
Port Denarau  
T: 675 0647 | 999 8332  
[koolinelk@connect.com.fj](mailto:koolinelk@connect.com.fj)

**Refrigeration & Electrical Services Limited (RESL)**  
20 Matua Street, Walu Bay  
T: 330 4426  
Lot 48, Namaka Sub Div, Nadi  
T: 672 8358  
[resl@connect.com.fj](mailto:resl@connect.com.fj)

## Marine Watermakers

**Spectra Watermakers**  
**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

## Marine Surveyors (Class | Valuations)

**Billett Wright & Associates Ltd**  
Suva  
T: 3313 766 | 777 6918 | 777 6919  
[billett@unwired.com.fj](mailto:billett@unwired.com.fj)

**Dover Marine**  
10 Marine Drive, Lautoka  
T: 666 3922 | 992 9920  
[dovermarine@connect.com.fj](mailto:dovermarine@connect.com.fj)

## Fibreglass Boat Builders

**Pacific Fibreglass Ltd**  
17 Nukuwatu Street, Lami, Suva  
T: 336 1613  
[pacglass@connect.com.fj](mailto:pacglass@connect.com.fj)

**The Fibreglass Shop**  
16 Wailada Road, Lami, Suva  
T: 336 1057  
[islanderboatsfiji@gmail.com](mailto:islanderboatsfiji@gmail.com)

**Silverwaters Fibreglass Boats**  
Ovea, Bau, Tailevu  
T: 292 4383  
[silverwatersfiberglass@gmail.com](mailto:silverwatersfiberglass@gmail.com)

## Aluminium Boat Builders

**Bluewater Craft**  
Naitata Road, Navua, Pacific Harbour  
T: 346 0068 | 927 7592  
[bluewater@connect.com.fj](mailto:bluewater@connect.com.fj)

**Hammerhead Plate Aluminium Boats Ltd,**  
Lami, Suva | T: 336 1596  
[hammerhead@connect.com.fj](mailto:hammerhead@connect.com.fj)

**Integrated Welding Industries | Fiji Boats**  
1 Foster Road, Walu Bay, Suva  
T: 324 0001  
[raybern@connect.com.fj](mailto:raybern@connect.com.fj)

**Marine Power & Services Ltd | Cobra Boats**  
Lot 3 Beach Road, Wailoaloa, Nadi  
T: 672 6147 | 707 6147  
[mps@connect.com.fj](mailto:mps@connect.com.fj)

**Marine Solutions**  
Fisheries Wharf, Lautoka  
T: 628 4066 | 992 7123  
[marinesolutions@connect.com.fj](mailto:marinesolutions@connect.com.fj)

**Leeda Boats**  
3 Toti Street, Wailada, Lami, Suva  
T: 336 1977  
[leeda@connect.com.fj](mailto:leeda@connect.com.fj)

## Hydraulics

**Seamech**  
21 Matua Street, Walu Bay  
T: 3301882 | 999 8726  
[sales@seamechfiji.com](mailto:sales@seamechfiji.com)

## Marine Engineers

**Industrial & Marine Engineering Ltd (IMEL)**  
Eliza Street, Walu Bay, Suva  
T: 331 2133 | 992 8134

**Marine Gear Co Ltd**  
Lot 13 Rokobilli Subdivision,  
Walu Bay, Suva  
T: 330 2373

**Marine Industrial & Structural Engineering Ltd**  
22 Tofua Street, Walu Bay, Suva  
T: 331 2938

**Marine Solutions**  
Fisheries Wharf, Lautoka  
T: 628 4066 | 992 7123  
[marinesolutions@connect.com.fj](mailto:marinesolutions@connect.com.fj)

## Marine Generators

**YANMAR**  
**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

## Marine Salvage & Marine Equipment

**Dive Centre (Fiji) Ltd**  
Royal Suva Yacht Club Boatshed  
T: 330 0599 | 999 8809  
[divecentre@unwired.com.fj](mailto:divecentre@unwired.com.fj)

**Marine Solutions**  
Fisheries Wharf, Lautoka  
T: 628 4066 | 992 7123

**Pacific International**  
PO Box 10, Port Denarau, Nadi  
T: 670 7979 | 9991166  
[dennisdiving@yahoo.com](mailto:dennisdiving@yahoo.com)

**South Sea Towage Limited**  
25 Eliza St, Walu Bay, Suva  
Suva T: 331 2488 | 999 7521  
Lautoka T: 944 6012

**Triton Marine Fiji Ltd**  
T: 999 5980  
[wayne@tritonmarinefiji.com](mailto:wayne@tritonmarinefiji.com)

## LPG Solutions

**Blue Gas**  
Vuda T: 666 1755  
Suva T: 336 1023

### Fiji Gas Limited

Head Office, Amra St,  
Walu Bay, Suva T: 330 4188  
Terminal Wailada, Suva T: 336 1694  
Waterfront Rd, Lautoka T: 666 3355  
4 Queens Rd, Nadi T: 672 8116  
Queens Rd, Sigatoka T: 650 0578  
Nasekula Rd, Labasa T: 881 2973  
Naqere, Savusavu T: 885 0437

## Oxygen Cylinder Refills

**Oceania Gas**  
Vetaia St, Lami, Suva T: 336 1011  
Damenu St, Labasa T: 881 1899  
Navutu Ind., Lautoka T: 666 2366  
[enquiries@oceaniagas.com](mailto:enquiries@oceaniagas.com)

**Bikini Bottom Dive Shop**  
Shop 17, Arts Village,  
Pacific Harbour  
T: 973 1176 | 998 1176  
[bibods@yahoo.com](mailto:bibods@yahoo.com)

## Batteries

**Carpenters Motors**  
Argo Street, Walu Bay, Suva | T: 999 6248  
**Clay Energy**  
Lot 2, Baka Place, Laucala Beach Estate  
T: 336 3880 | 999 7761  
[sales@clayenergy.com.fj](mailto:sales@clayenergy.com.fj)

**Pacific Batteries**  
Lot 20 Wailada Ind. Estate, Lami  
T: 336 2255 | F: 336 2737  
Labasa T: 999 0673  
Lautoka T: 999 0641  
[pacificbatteries@connect.com.fj](mailto:pacificbatteries@connect.com.fj)

**Sunrise Batteries**  
6 Luke Street, Nabua, Suva T: 338 4247  
Main Street, Nadi T: 670 1621

## Solar Solutions

**Clay Energy**  
Lot 2, Baka Place, Laucala Beach Estate  
T: 336 3880 | 999 7761  
[sales@clayenergy.com.fj](mailto:sales@clayenergy.com.fj)

## Marine Electronics Radio | Radar | Lights

**Baobab Marine**  
Port Denarau T: 675 1120  
Vuda Point T: 664 0827  
Savusavu T: 999 3957  
[info@baobabmarine.com](mailto:info@baobabmarine.com)

**Suva Electric**  
Shop 17, Grantham Plz, Raiwai, Suva  
T: 362 3691 | 992 2440

**Tech Air Ltd**  
1 Foster Way, Walu Bay, Suva  
T: 324 0040  
3 Matua Street, Lautoka  
T: 666 25366  
[tecairLtd@connect.com.fj](mailto:tecairLtd@connect.com.fj)

**The Yacht Shop**  
4 Vetaia St, Lami, Suva T: 336 1522  
Vuda Point Marina T: 999 3617  
Copra Shed Marina T: 999 9307  
Royal Suva Yacht Club T: 999 3932  
Port Denarau T: 999 3706

## Rental Cars

**Avis**  
Port Denarau T: 672 2233  
Suva T: 337 8361  
[info@avis.com.fj](mailto:info@avis.com.fj)

**Budget Rent A Car**  
Nadi Airport T: 672 2735  
Walu Bay, Suva T: 331 5899  
[reservations@budget.com.au](mailto:reservations@budget.com.au)





**TOTAL**  
LUBRICANTS

# Lubricants for deep-sea and coastal vessels



**TOTAL**  
Committed to Better Energy

Total Lubmarine delivers a comprehensive range of mineral and synthetic auxiliary lubricants. These lubricants are designed for the diverse range of onboard equipment, such as cranes, thrusters and stern tubes. Our marine greases range is suitable for bearings that are subject to extreme conditions and guarantee excellent anti-oxidation and anti-corrosion properties. For more information contact: [rm.fjsuv-customer@total.com](mailto:rm.fjsuv-customer@total.com)

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