



Fig. 21

with respect to the three fixed points of his orientation; that is, Woleai is falling astern, Olimarao is approaching ahead, and Faraulep is first approaching on the left, eventually comes abeam and then falls to the port quarter.

With this picture in mind the use of the term *hatag* to describe subdivisions of the trip may be more easily understood. From the navigator's viewpoint on the canoe his changing orientation with respect to the control island is such that Faraulep appears to be "moving up" or approaching the canoe, at least with respect to the locations of the stars in the Star Path Compass. The navigator has travelled one *hatag* whenever his canoe reaches a point on course where a line drawn from the canoe through the control island theoretically terminates at the star of the Star Path Compass next to the one from which the measurement of the *hatag* began. Measuring the length of a voyage, then, consists of "counting *hatag*" (a procedure called *lupúngag*). And counting *hatag* in practical terms is a recitation in proper order of those stars of the Star Path Compass which during the voyage designate a course to the control island.

Referring again to Fig. 21 one can see how this procedure is put into practice. At the beginning of a voyage from Woleai to Olimarao, the control island Faraulep lies beneath Ursa major (6)³³. After travelling one *hatag*, Faraulep now lies beneath Kochab (7), and during the voyage it progressively passes beneath Polaris (8), setting of Kochab (9), setting of Ursa major (10), setting of Cassiopeia (11), and when one reaches Olimarao is fixed beneath setting of Vega (12).

Woleaian navigators conceptually think of the *hatag* as a set distance. Its length, however, actually is dependent on the length of the voyage and the distance the control island lies away from the course line sailed. For

³³ Numbers in parentheses correspond to numbers in Fig. 16.