

The Marquesas Compendium

A Compilation of Guidebook References and Cruising Reports



The Bay of Virgins, August 2010

Photo by Dave McCampbell of Soggy Paws

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

Rev 2018.6 – Dec 3, 2018

Please send us updates to this guide!

Keeping this useful cruising guide up to date is impossible for me all by myself... we have cruised another 20,000 miles downwind, through many other islands and countries (dribbling more Compendia behind us). I'm still happy to edit in updates, but you're going to have to take a few minutes out of your busy cruising schedule and send me an email with a few updates to help keep the Marquesas Compendium alive.

Email Soggy Paws at sherry –at- svsgogypaws –dot- com.

You can also contact us on Sailmail at WDI5677

The current home of the official copy of this document is <http://svsgogypaws.com/files/#pacific>

If you found it posted elsewhere, there might be an updated copy there.

It will always be free!

Revision Log

Many thanks to all who have contributed over the years!!

Rev	Date	Info Source	What
A	July 4, 2010	Soggy Paws	Initial 'compendium'
B	August 15, 2010	Soggy Paws	First revisions after arrival in Fatu Hiva
C	Sept 15, 2010	Soggy Paws	Nuku Hiva Updates
D	Oct 31, 2011	Moondance	Nuku Hiva Updates
E	March 18, 2013	PPJ Yahoo Group	Minor updates from monitoring the PPJ Yahoo Group Jan-Mar 2013, added French Wx dictionary
F	August 1, 2013	Cynergy, Soggy Paws, NHYS	Updates and more info on several popular spots in the Marquesas.
F	Sept 10, 2013	Irie	Caution on fouled bottom in Atuona
G.1	Sept 16, 2015	Jacaranda	A number of updates on the cruising spots in the Marquesas
G.2	Oct 15, 2015	Jacaranda	More updates on the cruising spots in the Marquesas
G.3	Nov 29, 2015	Jacaranda	More updates on the cruising spots in the Marquesas, plus a new weather source for English-speakers. Details on the Long Stay Visa process, and Marquesas Check-in
2016.1	March 3, 2016	Jacaranda	Updates on the Long Stay Visa situation, and several additional items.
2016.2	April 17, 2016	Jacaranda	Updates on the Atuona Harbor
2016.3	June 22, 2016	Jacaranda	Various updates
2016.4	November 8, 2016	Jacaranda	Various updates, Introduction section
2017.1	February 8, 2017	Kandu	Great new writeup on things to do and see in Nuku Hiva
2017.2	March 23, 2017	Mary Ann II	Referencing the new Tahiti Cruiser's Guide for what's available in Tahiti
2017.3	May 21, 2017	Spunky	A few helpful notes here and there.
2017.4	June 16, 2017	Begonia	Controlleur Bay, Daniels Bay
2018.1	May 29, 2018	Jacaranda	Vini Sim Cards & Baggage Restrictions on Air Tahiti
2018.2	August 14, 2018	Soggy Paws	Added a link to the new document on Marine Protected Areas in French Polynesia
2018.3	August 28, 2018	Kokopeli	Various updates on anchorages in the Marquesas.
2018.4	September 20, 2018	Kokopeli, Jacaranda	Update on dredging and wharf construction in Baie Tahauku (Atuona). Links to Jacaranda's detailed notes on weather and visas.
2018.5	October 20, 2018	Moon Rebel, Jacaranda	Updates on Hanavave, Atuona, Tahuata, Ua Huka.
2018.6	December 3, 2018	Consensus	Minor updates from 2017 Visit

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1 Introduction

This guide originally started out as a way for Soggy Paws and s/v Visions of Johanna to organize notes and various internet sources on the SE Tuamotus. However, it then morphed into a 'Compendium' for all of the Tuamotus. When we got to the Marquesas, we made a 'Marquesas Compendium' to match. We have since dribbled compendiums behind us all the way across the Pacific and in to SE Asia.

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

1.1 Entry Procedures for Non-EU Citizens

Here is the official source from the Government of France:

<http://www.diplomatie.gouv.fr/en/coming-to-france/getting-a-visa/>

1.1.1 Visa On Arrival

Most "first world" nationalities are granted a "Visa On Arrival" which is good for 90 days. Applying for a 90-day visa is not required and does not help with the bond or your check-in process. There is no way to extend this "visa on arrival". If you wish to stay longer than 90 days in French Polynesia, you should apply for a "Long Stay Visa" (see below).

1.1.2 The French Polynesia Bond

Jacaranda – September 2018: Due to problems for a FP agent with a crew signing off a boat in the Marquesas and then overstaying their 90 day visa I was asked to write up a 90 day visa document. This explains the types of bonds and what 90 days really means, etc. Hoping that helps clarify some of the questions folks have on the general 90 day visa.

"90 Day Visa for French Polynesia" <http://www.jacarandajourney.com/other-good-stuff>

This should supersede anything written below about visas, which is older and less complete.

French Polynesia requires all non-EU visitors to either prove that they have a paid way out of the country, or pay a bond on arriving in French Polynesia. This bond basically is the guarantee that the French government doesn't have to pay to fly indigent people home. There are 3 ways to satisfy this requirement:

1. Show an airplane ticket out of the country
2. Pay the bond (roughly the equivalent of an airplane ticket out of the country)
3. Arrange with an agent to "guarantee" you. Essentially the agent guarantees that THEY will pay to fly you out of the country, and so you essentially pay for an insurance policy with the agent.

The bond is refundable when you leave, with time and paperwork. The agent "guarantee" fee is not.

According to Jacaranda, even if you have obtained a long stay visa, you must pay a bond.

Original Info from Soggy Paws 2010: Non EU citizens still need to pay a bond to a local bank in order to be permitted to enter the country. The only ways to avoid this are to become an EU citizen, hire a local agent to help you check in and bypass the bond, or to have a flight out of French Polynesia already booked. (In 2010, if you were Swiss, the French considered you as 'non-EU'. I don't know if this has changed).

Otherwise you will have to pay the bond, which was 117,768 CFP per person (or approximately \$1,180 USD per person). This changes year to year, but roughly equates to the amount that a one-way ticket back to your home country costs.

You will receive your bond back when leaving French Polynesia, so be sure to use a bank that has a location in your port of departure.

Most boats check into the Marquesas in Hiva Oa and the only real bank option is the Bank Socredo, which happens to have a branch in Bora Bora, which is usually the port of departure. Bank Socredo in Hiva Oa is open at 8am and closes at 11:30am, but is again open in the afternoon, but Bonds must be paid before 3:30pm on the weekdays and 2pm on Fridays. They take Visa cards, assuming yours has not been turned off by your bank for being a nomad. Although Visa hit us with a \$70 processing fee and interest on each day that goes by on the cash advance. Be sure to pay your VISA bill quickly! Finally, you get hit one more time by the bank, which takes a 3% commission on the total amount before they transfer it to your home bank.

In 2010 and 2011, the Pacific Puddle Jump group negotiated a 'group rate' for an agent to handle the bond issue and provide the duty-free fuel paperwork. (s/v Soggy Paws: This worked very well for all involved, and we were very happy with the services of Francesco from Tahiti Yacht Agents, and in 2011, the services of CMA-CGM)

If you can, marry someone from the EU and you'll be all set.

Migration's Comments in 2013 about their bond-via-airplane ticket experience in 2009: When we needed to post a bond in 2009, we purchased a refundable one way Air Tahiti Nui ticket on our Credit Card.

When we checked out of Papeete on the way west, we were allowed to go get our refund at the Air Tahiti Nui office after our checkout (Air Tahiti Nui required proof of our checkout papers). We still spent weeks in the Societies afterward which was fine with the officials.

The only reason I tell you all of this is that with the change in exchange rates over the 8 months that we were in FP, we actually made about \$300 dollars when our ticket was refunded. Of course, it could have gone the other way.

There was no service charge in 2009 on our Air Tahiti Nui fully refundable ticket, though things might have changed.

We paid US\$3,429.75 in January 2009 for 2 one-way tickets to LAX. In September we were refunded US\$3,806.68.

Obviously we lucked out on the exchange rate. We had the money to pay off our credit card and did not let the balance stay on the card all those months.

Finally, once you are cleared to cruise the Marquesas Islands, you will still need to remember to check into each new island and alert the local Gendarmerie of your boats presence. Depending on the size of the island you might just tell the local police officer. Thankfully there are no additional costs for cruising, which is a nice change from Panama and Ecuador.

One boat who came in while we were in Taiohae, was on a delivery, and wanted to do a "check in and out". They were planning on staying only long enough to provision in Taiohae, and then leaving directly for Suvarrow. Even though they were immediately checking out again, they were still required to pay the bond, which they did on their credit card. 24 hours later when they went to retrieve their bond, they expected the bank to reverse the credit card charges. But instead, they were paid in cash—in

French Poly Francs! (which they had no use for, because they were leaving French Polynesia). After much protesting, pleading and whining, the bank finally scraped together enough funds in Euros to refund the bond back in Euros. So be forewarned...

1.1.3 Customs Issues

During “crossing season” there is normally a Customs boat wandering around in the arrival ports. They have copies of the customs declarations that are file when you arrive, and are spot-checking to make sure everyone is being honest with their customs declarations. They are also making sure people are checking in before cruising the islands.

(s/v Nakia 2009): The customs boat was in Taiohae while we were there, they boarded us and looked over both the customs form and our passports. They asked about drugs, guns, bullets, spirits, and U.S. cash but didn't go below. I guess if we didn't answer the questions right they might have gone below to inspect.

Noonsite – 2015: Because of the distances and sailing conditions, FP Customs now authorise yachts to report inwards and outwards from islands where there is a “gendarmerie”. As stated above, a visit to Papeete to complete clearance is no longer necessary.

Immigration formalities will be processed by the Gendarmes.

They will also provide the owner or master of the boat with a “Customs declaration form” that shall be filled in and signed. The gendarmes will then scan and email the form to the Customs main office in Papeete. It is then the responsibility of the skipper to post the form to Papeete not later than 24 hours after arrival on the outer island (keep one copy with you). Remember that the gendarmes are not Customs officials and in fact often know very little about the latest Customs regulations.

The Customs declaration form should be taken seriously as a French customs boat patrols the islands and regularly inspects boats using the information sent to Papeete. They are particularly interested in any arms, alcohol, strong medicine and whether you have bought any pearls and will confiscate anything not declared.

Note: A visit to Customs in Papeete will be necessary if you have not mailed your white customs sheet from the first port of entry in French Polynesia.

Cruisers reported 2014 that after completing clearance in the outer islands they were no longer obliged to continue flying the Q flag.

Each clearance port for the outer islands has details of how to find its respective Gendarmes office.

Here is a link to the French Polynesia Customs Website (in French): [Fr Poly Customs](#)

1.1.4 Yacht in Transit Spare Parts

Soggy Paws – March 2017 - Tahiti Cruiser's Guide: There is a new information resource for the cruising community in French Polynesia. Lots of info about what's available in Tahiti, and how to ship stuff in if what you need is not available. <http://www.tahiticruisersguide.com>

Noonsite – September 2013: Spare parts and equipment required to repair a vessel under the temporary admission status (“admission temporaire”), may be imported and cleared through customs without paying customs dues.

However, since mid-July 2013, these goods must also be declared for export when you check out of French Polynesie.

Yachts owners/skippers can import/export goods by themselves, however there is a lot of paperwork involved and the process can be "tricky". Assistance of a yacht agent can be very helpful (which also includes extra services like collecting the shipment at the port/airport and arranging final delivery to the yacht). If the total of the shipment is over 350 Euros you are now required to have an agent under the new law.

Fees involved for bringing in spare parts are those charged by the customs broker (for the 2 Customs declarations / paperwork for "temporary admission" and then "final exportation") and NOT for Customs duties. These fees depend on the shipment's CIF value (goods value + insurance + freight). On average, fees invoiced by the customs broker for each declaration are between 10 and 25.000 Cfp depending on the CIF value (1 Euro = 119,33 Cfp, 1 Usd is currently approx. 87 Cfp).

DHL can be both your shipper and your agent.

1.1.5 Do I Need an Agent?

Technically, no, you do not need an agent to check in and out of French Polynesia. However, having an agent greatly facilitates everything.

- Bond guarantee
- Activating a long stay visa
- Paperwork for duty free fuel
- Paperwork for duty free liquor (obtained in Tahiti on checkout from Tahiti)
- Receiving packages/mail in Tahiti before you arrive there

Especially if you have little or no interest in learning French.

Historically, the Pacific Puddle Jump group has obtained a "group rate" for an agent for people who have signed on with the PPJ.

1.1.6 Duty Free Fuel

Duty free fuel is available to foreign boats in French Polynesia. There is a form to apply for Duty Free fuel and the form must be processed in Papeete. Having an agent who can do the paperwork for you while you are still in the Marqueses, means that you can buy duty free fuel while still in the Marqueses.

Jacaranda – 2018: A Duty free fuel certificate is free from Customs in Papeete but you need to apply in person or have an agent do that for you for a fee. The certificate is good for 6 months and can be renewed at Customs in Tahiti. If you use Tahiti Crew as an agent, your fee for bond exemption will include a duty free fuel certificate. We have renewed 5 times by going to the Customs office in Tahiti and reapplying. Processing is fast and usually takes less than 15 minutes. The certificate provides approximately a 40% reduction in cost per liter of diesel.

Jacaranda – 2015: Current fuel prices are 155cpf per liter diesel and 158cpf per liter for gasoline. Duty free fuel only pertains to diesel, not gasoline. Duty free fuel is 83cpf per liter. Exchange rate is about 100cpf = \$1US

1.1.7 Arriving and Departing Crew

If you have crew who entered with you in the Marquesas, but who will leave the boat before you arrive in Pape'ete, you should ask officials (your agent, if you have one), what you need to do to sign the crew member off your boat, and properly set their immigration status. In 2010, some crew trying to fly out from the Tuamotus, through Pape'ete, were severely hassled at the Pape'ete airport because the proper leaving formalities had not been complied with.

Likewise, if you have crew flying in to meet you someplace in French Polynesia, who plan to leave French Poly on your boat, you will need to inquire what THEY will need to do get in the country. (see bond discussion above—this will apply to them as well, if they don't buy a round trip ticket).

1.1.8 Long Stay Visa

Jacaranda – September 2018: The French Polynesia Long Stay visa process changes so often that I have revised my document 15 times since I originally put it together. Because I don't want to have to remember to update the Compendium every time they make a change, I would rather detail the process in my own document and have you see the current details there:

Jacaranda's current notes on "How to Obtain a French Polynesia Long Stay Visa" see <http://www.jacarandajourney.com/other-good-stuff>

This should supersede anything written below about visas, which is older and less complete.

OLDER INFORMATION – OBSOLETE: (left in only to provide an idea of the process)

The only way for non-EU citizens to stay in French Polynesia for more than 90 days is to apply BEFORE ARRIVAL for a Long Stay Visa for French Overseas Territories, at a French embassy/consulate. We have heard that if your spouse is a EU citizen and you are not EU that you can apply in FP.

There is a separate website for each French embassy/consulate. There is no French embassy/consulate in Hawaii, there are ones in LA, San Francisco, Miami, Washington DC, Boston, Atlanta etc.

Mexico: <http://www.consulfrance-mexico.org/>

Panama: <http://ambafrance-pa.org/>

Ecuador: <http://www.ambafrance-ec.org/>

A full list is here: <http://www.mfe.org/index.php/Annuaire/Ambassades-et-consulats-francais-a-l-etranger> (look in the list for Etats Unis for all USA offices)

Soggy Paws Notes: The original scuttlebutt on getting a Long Stay Visa said that you had to apply for it in your Home Country (ie USA if you were a US Citizen). This appears to not be true, at least as of 2014-2015. I was told by another cruiser that as long as you have been out of your home country for 6 months, you can apply in whatever country you happen to be in. Below, Jacaranda recounts doing it in Ecuador. My other cruiser friend did it in Panama. Both have been able to secure a long stay multiple-entry visa (ie you can leave and come back).

I have also heard (a few years ago) that the consulate in San Francisco is the WORST (we had a fairly easy time in Miami in 2009).

Jacaranda Notes from 2015-2016: Originally Published in the Seven Seas Cruising Association Bulletin in September 2015 & December 2015, and updated again in March 2016. Recent updated Information is <http://www.jacarandajourney.com/other-good-stuff>

I am traveling on an EU passport and Linda on a U.S. passport. This information only pertains to non-EU citizens.

Applying for the Visa

It appears that each French embassy or consulate has their own flavor of what is required and how long it takes to obtain a long term visa for French Polynesia.

Linda applied while we were in Ecuador and it was very easy.

Here is the message we received from the French embassy when I sent them an email asking them what Linda should supply.

“As requested, please find attached the long stay visa application form for your wife. We are also sending you hereafter the documents you have to present with a long stay visa application form:

- Long stay visa application form duly filled and signed
- Copie of your passeport
- Cover letter explaining your trip project
- Sailboat registration
- Last 6 months bank statements
- Insurance

Best regards,
Visa section”

What Linda supplied was the following

- Copy of Passport
- Visa application in English
- Cover letter stating why she wanted a 1 year visa. Supplied in both English and French.
- 6 months of bank statements printed/downloaded off her online account
- Copy of DAN insurance card
- Copy of Jacaranda vessel documentation
- Letter stating she would not seek employment
- Letter from me stating she is onboard Jacaranda (because of different last names)
- Passport photo (US size was acceptable)
- Boat card

She filled out the online request for an appointment, received email confirmation with time and date, arrived at the embassy and presented the paperwork and her original passport.

She was allowed to keep her passport as we were traveling thru South America.

The visa application was sent to Papeete for processing, and the approval process took 6 weeks to complete. When the visa was ready for us to pick up, we received an email saying to come back to Quito as it was ready for pick up.

There was no interview, just a French embassy employee checking off the items they required.

Insurance Warning: If your insurance policy expires during the time you expect your visa to be valid, your visa may expire at the same time your insurance does. Linda extended her DAN insurance 6 months before it expired thus insuring her insurance did not expire during her 1 year renewal period.

Picking Up The Visa

Upon arrival to pick up the visa, the embassy staff took Linda’s passport and glued in the LS visa that gave her a 3 month window. The visa stated we had 3 months from June 1 to arrive and submit additional information to Tahiti. The application asked when she would arrive and we said June 1.

Upon Arrival in French Polynesia with Long Stay Visa

Just to add to my earlier note about the French Polynesia Long Stay visa and our arrival in the Marquesas. I am traveling on an EU passport and Linda on a US passport. This information only pertains to non EU citizens. If your spouse is an EU citizen then you can apply in FP upon arrival for your spouse's cds.

Overview

1. Obtain a Long Stay Visa(LS) from a French Embassy (Not obtained in French Polynesia)
2. Upon arrival in French Polynesia submit paperwork and documents to the Haut Commissaire office in Papeete or Nuka Hiva for your carte de sejour (cds).
3. Your completed yellow cds will be sent back to you or available for pickup in Tahiti.
4. Original passport (as earlier reported) does not need to be sent to Tahiti.

Long Stay Visa

The Long Stay Visa in your passport only starts the process. The dates on the LS visa are the dates (usually a 3 month window) when you need to check in. Upon arrival you will need to submit additional documents to the Haut Commissaire office so you can obtain your carte de sejour (cds). The cds is what you will need to have in hand to be legally in French Polynesia for more than 90 days.

Upon arrival and after checking into French Polynesia a stamp must be purchased at the post office (9000cfp about \$90US). One stamp per person.

The stamp, a copy of your passport showing the page with the arrival stamp, the page with the visa (obtained at the embassy beforehand), and two (2) passport sized photos will need to be submitted to the Haut Commissaire office. There is an office in Papeete, Nuka Hiva and Raiatea.

If you do not want to check in at Nuka Hiva (which is downwind of most of the rest of the Marquesas), there is a process to mail this information in. You can do this without an agent, but an agent makes everything much simpler.

See my detailed and updated information on the ins and outs of this process as it stands today, here:

<http://www.jacarandajourney.com/other-good-stuff>

1.1.9 Clearing Out of French Polynesia

Noonsite – Last Updated April 2015:

Departure Clearance in Papeete: This is compulsory when you plan to sail more than 50 miles away from Tahiti. The normal clearing procedure in Papeete starts 3 days before your intended departure.

Three days before departure from Tahiti send an e-mail to the the harbourmaster (capitainerie) with your boat name, captain's name and destination (for example Cook Islands via the Leeward Islands or Tonga).

If you plan to depart Tahiti and sail to a foreign country via other FP Islands, the harbourmaster will prepare your inner Polynesian Islands departure clearance in Tahiti and e-mail it to you. You must however go and meet the Gendarmes in the last FP island touched to do the official final exit from FP. The local Gendarme will give you 24 hours to leave once clearance has been granted.

If you plan to depart Tahiti and sail direct to a foreign country, the harbourmaster will send your clearance to the Immigration authorities. The day before departure go to Customs to complete exit formalities with

them and then visit Immigration at the airport to pick up your exit clearance. You now have until midnight to depart. With this paper you can get duty free fuel, only on the day of departure.

If you had to pay a bond on entry (non EU citizens only), ensure that your papers specify which island you will be departing from in order that arrangements can be made to retrieve your bond. For more about bonds, see **Immigration** and **Fees** below.

Departure Clearance from other FP Islands

Visit the Gendarmes at the clearance port you are departing from at least a day before departure and complete a Customs declaration form (ticking it for EXIT). This will then need to be mailed by post to the Customs main office in Papeete. Sometimes the Gendarmes will do this on your behalf, however it is your responsibility to ensure the form gets mailed to Papeete. The Gendarmes will also stamp your passports. They will then give you 24 hours to depart.

1.2 Kavenga's Suggested Routes through the Marquesas

This is one boat's view of how to see all of the Marquesas, from a document I downloaded, I think, from the Pacific Puddle Jump Yahoo group, so I assume it was meant to be shared. Thanks to s/v Kavenga for their input...

The route you take through the Marquesas once you get there depends on your objectives, priorities and schedule. If the Marquesas are primarily just a waypoint en route to somewhere else, or if your schedule only allows for a week in the Marquesas, that will dictate a different route than if the Marquesas is a key destination for you, and you have two weeks or more to explore them.

The chartlet below assumes the latter, that you have the desire and the time to try to see all of the Marquesas (if not, skip to the end). The basic assumption is that cruising boats prefer to sail off wind rather than up wind whenever possible.

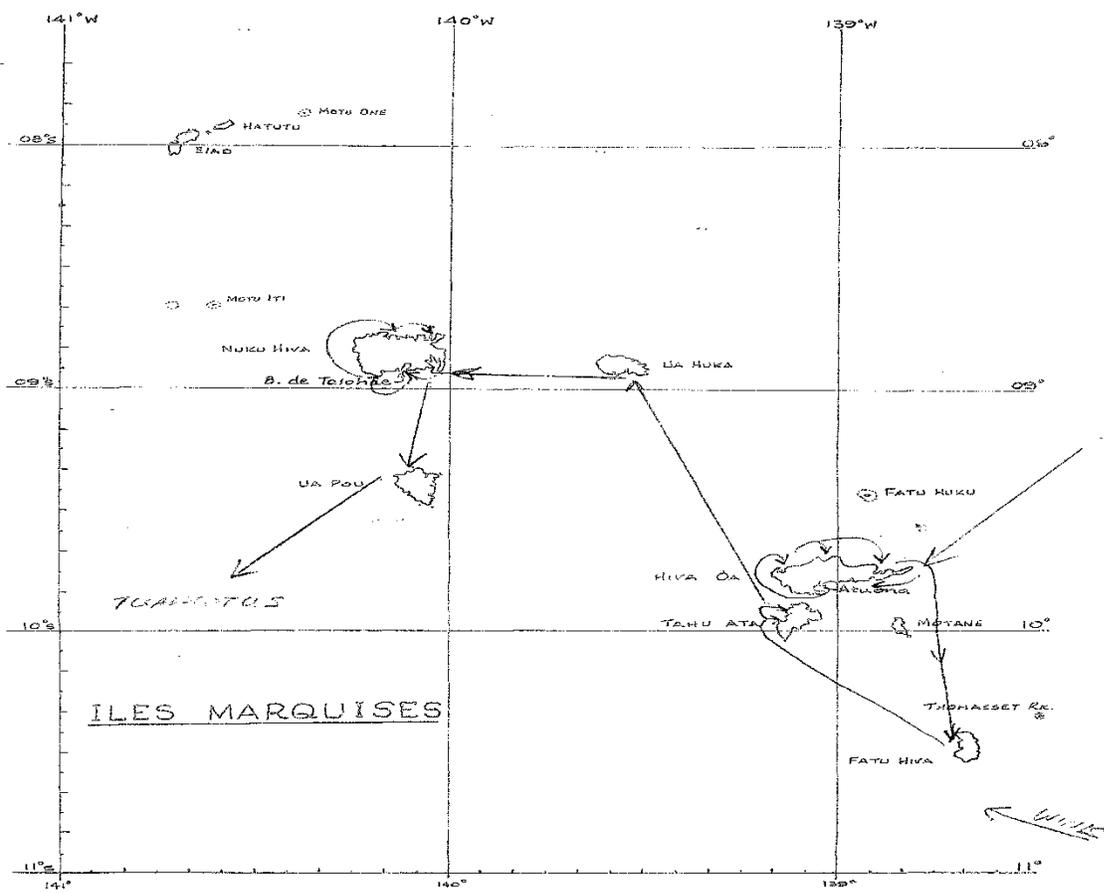


Figure 1 - Kavenga's Suggested Route through the Marquesas

The charted route suggests making your initial landfall at **Hiva Oa** for the following reasons:

- 1) it is the most windward island with a Gendarmerie where you can legally check into French Polynesia,
- 2) it has stores, supplies and services that you may need after your three week passage.

Your first stop, after rounding the eastern cape, Matafenua, will be the village of **Atuona** and Taahuku Bay. The bay is quite small for the amount of traffic it gets from cruisers and copra ships. The swells from the SE quadrant refract off the cliffs on the northwest side of the bay and come into the anchorage. It can be so tight in here, especially with the Puddle Jumpers all converging at about the same time that everyone anchors with bow and stern anchors to make room, AND to keep their bows pointed into the swells. If a storm should crank up in the southern ocean and the winds start to come from that direction, be ready to leave Taahuku on short notice, particularly if you happen to be in the row of anchored boats furthest back. If you get caught, you could suddenly find yourself in breaking surf.

Atuona will feel like heaven after several weeks at sea and it is a beautiful place. However, we advise getting your business taken care of as quickly as possible and then moving on. The route that follows is not the one we took but is the one we wished we had taken after learning the local wind and weather patterns.

After leaving Atuona continue on circumnavigating Hiva Oa, first with a stop at **Hana Menu**. This is a must stop for a dip in the “Hollywood Pool” with its gushing freshwater spring and surrounding tropical flowers; and for the hike through the ruins of the ancient village and up to the high and dry plateau, where you may be treated to the sight of a herd of “wild” horses.

There are three more bays on the north side of Hiva Oa to choose from before heading off to the next island, Fatu Hiva. By coming to the north side of Hiva Oa, you have a better chance of laying Fatu Hiva in one tack. We had to tack our way there from the southern end of Tahuata.

There are two primary anchorages at Fatu Hiva, the most popular being **Hana Vave** or Bay of Virgins. This anchorage has probably been on the cover of more sailing magazines than any other. It is truly beautiful, although it can be a trifle rocky at times. We half expected to see King Kong peek out from behind one of the massive stone pillars.

When you’re ready to leave Fatu Hiva, the fun begins because it should be a sleigh ride from then on. Head for the southern end of **Tahuata** and check out the various anchorages on its leeward side. Our favorite is the northernmost, **Hana Moe Noa**. It is one of the few bays in the Marquesas with white sand beaches and safe snorkeling. (It is considered unsafe to snorkel or swim over black sand beaches due to sharks.)

Resume your sleigh ride from Tahuata to **Ua Huku**. We missed this island because we hadn’t figured out this route—we went to Ua Pou first instead. Because the anchorages on Ua Huku are exposed to the south, they can be rough or even untenable at times.

Your next downwind landfall will be **Nuku Hiva**, probably the best known island in the Marquesas, thanks to Herman Melville; Crosby, Stills, Nash & Young, and others. There are many ways you could do it and here is just one. Start with the closest bay to Ua Huku, **Controller’s Bay**. This is also the location of the Valley of the Typee made famous by Melville. Hike up the valley to see the Tikis and maraes (temple platforms).

Continue on a counterclockwise circumnavigation with a stop at our favorite anchorage in the Marquesas, **Anaho**. Most anchorages in the Marquesas are exposed to swell to one degree or another. Anaho is one of the few that has 360 degree protection. And it has, to the best of our knowledge, the longest, white sandy beach in the Marquesas, and is just a flat out beautiful place. There was nothing there but a vegetable farm when we were there in 1991, but we understand there is now a restaurant and a pension (B&B). You can easily hike to the bays on either side of Anaho. The eastern bay was deserted and littered with flotsam, the bay to the west, Hatiheu, had a restaurant and other services. We would give this anchorage more time than any other in the Marquesas.

Continue on around Nuku Hiva to **Hakatea Bay**, better known to cruisers as **Daniel’s Bay**, and now to the world as the site of one season of the Survivors TV series. I imagine that despite the alterations made by Survivors that it is still a beautiful anchorage.

Conclude your tour of Nuku Hiva with a stop at **Taiohae Bay**, with probably the largest concentration of people and activity in the Marquesas. We made this our last stop in the Marquesas thinking it would have the best provisioning. This is another south facing anchorage, and the swell can get pretty impressive at times. Consequently, it is another anchorage where bow and stern anchors seemed to be the norm.

If we were doing it over again, and assuming conditions had not changed to a large degree, we would make Ua Pou our last stop in the Marquesas.

We were disappointed in Taiohae Bay, Nuku Hiva, in that the provisioning was not as good as we had found earlier (in our case) on **Ua Pou**. At Hakahau Bay on Ua Pou we found at least four small grocery stores, that together gave us a better and fresher selection than what we found at Taiohae. All that may have changed by now, but what hasn't changed is the fact that Ua Pou is the departure point closest to our next destination, the Tuamotu Archipelago. It is also the most visually striking of the Marquesas.

That concludes the route for those that have the time and choose to devote it to seeing all of the Marquesas. Aside from not having the chance to visit Ua Huku, there is not one island in the Marquesas that we would have skipped based on the knowledge we gained, the sights we saw and the experiences we had.

Nevertheless, there are many who probably cannot for one reason or another, afford to allocate three to four weeks of their cruise for the complete tour, especially in light of the recent difficulties in getting visa extensions, which were not a problem when we were there.

For those of you in a hurry, we would recommend making landfall at Taiohae Bay on Nuku Hiva, spending two to five days at Anaho, and then heading to Hakahau on Ua Pou to provision and clear out for the Tuamotus or Tahiti.

1.3 Weather

1.3.1 Weather Sources

Jacaranda – September 2018: <http://www.jacarandajourney.com/other-good-stuff>

Soggy Paws & Jacaranda – 2016: We found 5 general sources of weather useful while away from internet in the Marquesas.

The French Polynesia text forecast available via Saildocs in either French 'send fr.poly' or English 'send fr,poly.en' to request. Eric from SV Sarana has very graciously built a translator for the French daily weather forecast. This should really help out the non French speakers that cruise French Polynesia.

The French forecast talks about French Polynesia in quadrants like A35. 'A' is 5-10 degrees S latitude, B is 10-15 degrees, C is 15-20 degrees, etc. The '35' is the area of longitude from 135-140, '40' is 140-145, etc. The Marquesas are in A35, B35, and B40. Here's an example of the C40 forecast

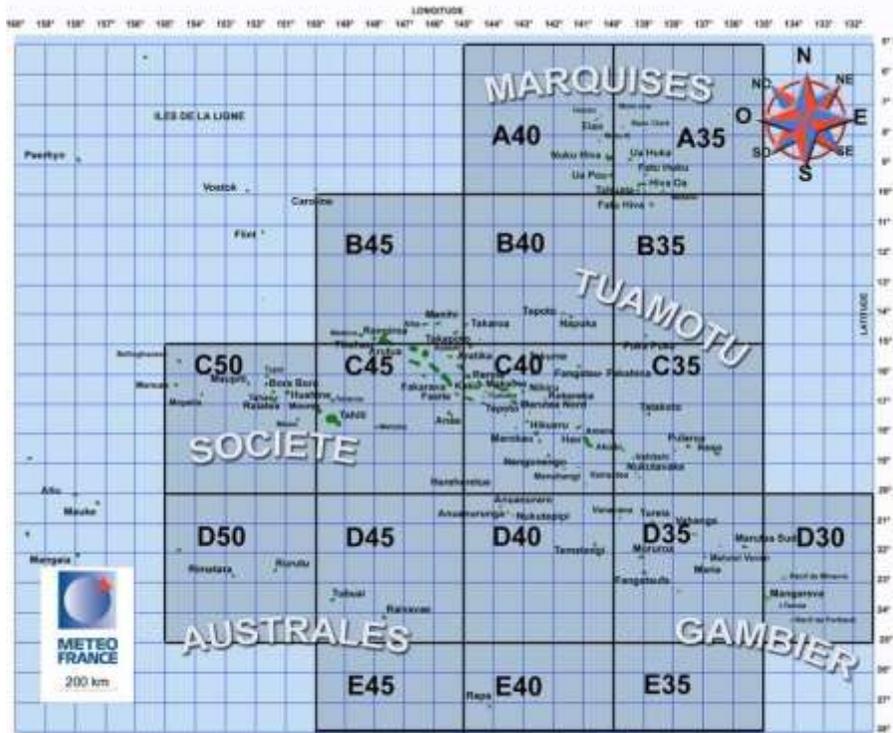


Figure 2 - French Forecast Areas

EST MARQUISES

SECTEUR EST 13/17KT FRAICHISSANT TEMPORAIREMENT 18/22KT, RAFALES 25/30KT, MER AGITEE, AVERSES ISOLEES.

There is a list of French Weather Terms included as an Appendix to this document. But it is highly recommended that you obtain a copy of [French for Cruisers](#) before you leave for French Polynesia.

See below for a copy of the map showing the French Polynesia Weather zones.

The Fiji Met office produces 2 products that cover French Polynesia, one is the 'Fleet Code'—a coded text file that can be pasted into a software program that will decode the codes into a surface analysis chart that covers from New Zealand east to about 120W. Download the Fleet Code program on the Pangolin website www.pangolin.co.nz before you get out of internet range. The saildocs request is send fleet.nadi. The second product is a text version that is not coded. The Saildocs request is send nadi.sopac.

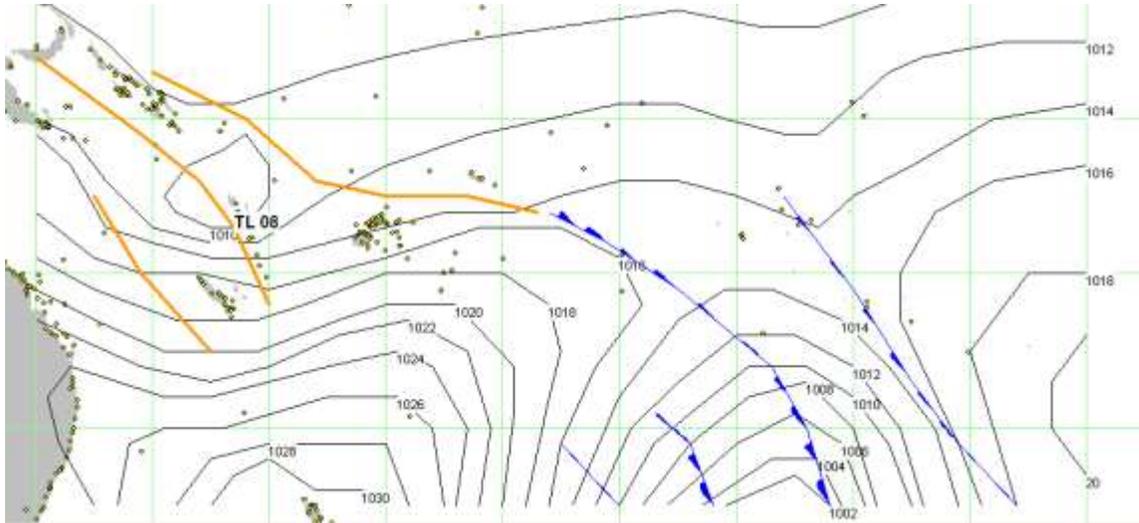


Figure 3 - The Nadi Fleet Forecast as Decoded by PhysPlot

NOAA Hawaii High Seas Forecast. Hawaii also produces a text forecast that covers French Polynesia. It is a 'High Seas' forecast and really only gives locations of fronts and such, and major areas of wind. The SailDocs request is `send FZPS40.PHFO`.

GRIB files. GRIB files seem to be generally accurate except when stalled cold fronts from NZ run into troughs or convergence zones which lurk sometimes over the Tuamotus. Then, no one, including the French, Fiji, or NOAA weather offices do a very good job of predicting what the wind will do in any given location.

New Zealand Weather Faxes

They only have one transmitter in NZ, so each product is broadcast on a different frequency every 15 minutes starting at xx30 (5Mhz), xx45 (9Mhz), xx00 (13Mhz), xx15 (16Mhz daytime, 3Mhz nighttime). All times are Local Marquesas times (-9:30 UTC).

TRANSMISSION TIMES (Local) & Freqs

PRODUCT	3247.4	5807	9459	13550.5	16340.1
-----	-----	-----	-----	-----	-----
1200 SW PACIFIC MSL ANAL		0715	0630	0645	0700
1800 SW PACIFIC MSL ANAL		1230	1245	1300	1315
TRANSMISSION SCHEDULE		1330	1345	1400	1415
0000 SW PACIFIC MSL PROG H+ 30		1430	1445	1500	1515
0000 SW PACIFIC MSL PROG H+ 48		1530	1545	1600	1615
0000 SW PACIFIC MSL PROG H+ 72		1630	1645	1700	1715
0000 SW PACIFIC MSL ANAL		1830	1845	1900	1915
0600 SW PACIFIC MSL ANAL	0115	0030	0045	0030	
TRANSMISSION SCHEDULE	0215	0130	0145	0130	

1200 SW PACIFIC MSL PROG H+ 30 0315 0230 0245 0230
 1200 SW PACIFIC MSL PROG H+ 48 0415 0330 0345 0330
 1200 SW PACIFIC MSL PROG H+ 72 0515 0430 0445 0430
 (subtract 1.9 to get dial frequency)

Hawaii Weather Faxes

UTC	Local Product	Coverage Area
1724	0754 SIGNIFICANT CLOUD FEATURES	30S - 50N, 110W - 160E
1755	0825 STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
1849	0919 SW PACIFIC GOES IR SAT PIC	40S - 05N, 130W - 165E
1940	1010 WIND/WAVE ANALYSIS	30S - 30N, 110W - 130E
1953	1023 24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2302	1332 48HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2315	1345 72HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2341	1411 24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
2354	1424 STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
0524	1954 SIGNIFICANT CLOUD FEATURES	30S - 50N, 110W - 160E
0555	2025 STREAMLINE ANALYSIS	30S - 30N, 110W - 130E
0649	2119 SW PACIFIC GOES IR SAT PIC	40S - 05N, 130W - 165E
0740	2210 WIND/WAVE ANALYSIS	30S - 30N, 110W - 130E
0753	2223 24HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1102	0132 48HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1115	0145 72HR WIND/WAVE FORECAST	30S - 30N, 110W - 130E
1141	0211 24HR WIND/WAVE FORECASTS	30S - 30N, 110W - 130E
1154	0224 STREAMLINE ANALYSIS	30S - 30N, 110W - 130E

Bob McDavitt's Weathergram

Bob McDavitt produces a weekly summary of the weather for the entire South Pacific. Current situation and expected weather are sent out each Sunday with more emails depending on cyclones or severe weather activity. Request to be added to his distribution and once a week you will receive a BobGram.

To subscribe to text-only version of the weathergram (best for Sailmail/Winlink) send Bob an email at bob@metbob.com

If you have internet, Bob has two sites... one WITH GRAPHICS and one without.

The site without graphics is <http://weathergram.blogspot.com/> (but with translate button)

His new site (with graphics) is here <https://metbob.wordpress.com/>

To get his weekly updates EMAILED to you at your Gmail/Yahoo, etc, locate the “follow” button at the bottom of the home page at <https://metbob.worpress.com> , and enter your email address.

You can also email Bob at bob@metbob.com and ask to get on his email list.

Note that if you are a non-English speaker, the blogspot version has a “translate” button that can be helpful.

On the Web

The full Hawaii schedule is available as a text email via Saildocs or online at <http://weather.noaa.gov/pub/fax/hfhi.txt>

The Streamline is available at this URL: <http://www.prh.noaa.gov/hnl/graphics/stream.gif>

And the Significant Cloud Features here: <http://www.prh.noaa.gov/hnl/graphics/neph.gif>

A fairly small-sized Sat Photo is here:

http://aviationweather.gov/data/obs/sat/intl/ir_ICAO-F_bw.jpg

Other Weather Resources Online

www.windguru.com

www.buoyweather.com

www.meteo.pf

1.3.2 Understanding the Weather Patterns

We (Soggy Paws) are pretty experienced cruisers and feel comfortable normally interpreting our own weather. However, our familiarity was with the Caribbean—Northern Hemisphere—weather. We were a little stumped when we first launched off from mainland South/Central America for French Polynesia. We still have trouble remembering that everything’s backwards when weather systems pass.

Several really good sources of instructional material on South Pacific weather exist.

Bob McDavitt’s “Mariner’s Met Pack for the Southwest Pacific” ISBN 1-877197-08-04 published by Captain Teach Press, Auckland, NZ. Though Bob is located in NZ and his weather focus is mainly the western portion of the South Pacific, his instruction manual covers a lot of useful information for the South Pacific in general. If you can’t find it, email Bob at bob@metbob.com

Jim Corenmans “Letters from the South Pacific” originally published in the late 1990’s in Latitude 38 Magazine. Copies of this series of articles are floating around among boaters, and might be found on Latitude 38’s website. Jim had a great article on understanding South Pacific weather that is still really helpful to newbies entering French Polynesia.

David Sapiane’s Weather for the Yachtsman. This document can be downloaded from the Pangolin site:

<http://www.pangolin.co.nz/node/59>

or the Pacific Puddle Jump Yahoo site. It is an 11-page Word document dated June 2008, with a bunch of good information on terminology and understanding weather for the South Pacific.

Bruce Balan from s/v Migration wrote a great article in the Feb 2011 Latitude 38 entitled "Fair Weather Sailor - Pacific Weather Simplified" You can find the article

here: <http://svsoggypaws.com/files/Migrations-PacWxSimplified.pdf>

Some practical tips on planning a passage can be found here:

<http://www.pacificyachtdeliveries.co.nz/weather.htm>

Check the Pacific Puddle Jump 'Files' section on Weather, there are usually some good, updated documents there. <http://groups.yahoo.com/group/pacificpuddlejumps/>

1.3.3 Professional Weather Routing

Generally, the Marquesas – Tuamotus – Tahiti runs are not too difficult, but just to add some info for those of you who worry about weather for the Pacific crossing.

One of the most-mentioned names in the South Pacific when talking about the weather is **Bob McDavitt**. Professional forecasts can be obtained from Bob McDavitt. Email him for detail at bob@metbob.com

Soggy Paws used a USA-based weather router named **Ken McKinley at Locus Weather** for the Easter Island to Pitcairn and Gambiers legs of their trip. Ken did a good job for them. Email Ken at locuswx – at - midcoast.com.

Another source of Pay-For weather routing is **Bob Cook at Ocean Pro Weather**. (we have not used Bob, but he appears to be a professional world-wide router, check details on his website).

Robert Cook, Weather Router
Ocean-Pro Weather & Routing
Website: www.Ocean-Pro.com
oceanpro.weather@gmail.com
Naples, FL: 239-775-7435
Cell Phone: 239-877-4094
Skype: captcook52@gmail.com

1.4 Obtaining Supplies

1.4.1 Money

The normal currency in French Polynesia is the French Polynesia Franc, usually abbreviated CFP or XPF. In 2018, the exchange rate fluctuated around 100 CFP per US dollar, so a 500-CFP coin is about \$5.00 USD.

There are ATM's in the Marquesas in these locations:

Taiohae, on Nuka Hiva

Atuona, on Hiva Oa

Further down the line, in the Tuamotus, ATM's are available in Makemo, Fakarava and Rangiroa, and prices are high. Though in some places in the Tuamotus, you can change Euros or US Dollars into CFP in the Post Office (Rikitea in the Gambiers, Fakarava in the Tuamotus) or at a major grocery store (Makemo in the Tuamotus). Some, but not all, bigger establishments will take U.S. cash, but usually not at as favorable exchange rate.

I would advise trying to leave the Marquesas with plenty of CFP. Everything in the Tuamotus are for cash and more expensive than almost anywhere in the world. Eating out, pearls and souvenirs, diesel and gasoline, fruits and veggies, diving...

1.4.2 Diesel and Gasoline

There is a fuel dock in Taiohae, on Nuka Hiva, where you can go alongside and take on fuel. However, the bay is rocky and the dock is concrete. Since we only needed 40 gallons, we opted to take our dinghy instead, and use jugs.

We have also been told by s/v Moondance that in 2011, the Yacht Services people located at the dinghy dock area will deliver the fuel to your boat in jerry cans and handle the duty free paperwork for a \$35 fee. Depending on how much fuel you need, this could be a better option instead of taking the boat over to the wharf.

Since we used an agent, we were able to get a duty free fuel paper from our agent and use it at this gas station (you also need to show your clearance paper and your boat documentation). This cut the cost of fuel from near \$6/gallon to \$3.40/gallon, a substantial savings, and one which would justify the cost of an agent, if you needed much fuel.

It is our understanding that that duty free fuel paper is good for 6 months, and can be re-used at other stations in Tahiti and the Societies. But it won't be much help in the Tuamotus, where most fuel is obtained directly from a visiting ship, who do not recognize the duty free fuel paperwork.

Important: It is not unusual for fuel sources (along with all the other resources cruisers need on arrival) to become scarce when the Puddle Jumpers all arrive at once. If having more fuel is critical to you, and you don't have time to wait for the next supply ship, make obtaining fuel a first priority on arrival--don't wait until you are ready to leave to take care of it. We know of boats who got delayed for a couple of weeks when the fuel supply ran out in Nuka Hiva as cruisers were taking off for the Tuamotus.

1.4.3 Propane

It IS possible to get US tanks filled in Taiohae, in Nuka Hiva, at Yacht Services, and in Hiva Oa, and in Tahiti.

Jacaranda – October 2015: In June 2015, US bottles were not being filled in Hiva Oa. We have not seen any US propane fittings anywhere in the Marquesas. The French fitting (hose barb/French fitting) at the time was only available in Nuka Hiva. Some people were buying the regulator/French fitting (from the Hiva Oa filling station) and cutting off the fitting from the regulator. If you have friends in Nuka Hiva, they could buy the hose barb /French fitting from the hardware store up the hill in Taiohae and either send it to you in Atuona via post or give it to another boat coming down.

When we arrived in Atuona there was no cooking gas (butane) available on the island and people were waiting for the Taporo supply ship to arrive. Once the supply ship arrived cooking gas sold out in 24 hours! Suggestion - If you need cooking gas, outboard engine gas or diesel, best to buy it when you see it available!

Cost of cooking gas (butane):

- Hose barb fitting - French tank fitting 1140cfp at hardware store in Taiohae
- Gas - 3000cpcf (Enough to fill a 20 lb. bottle) Deposit 3000cpcf

In Sept. 2015, we had a 20 lb. bottle filled in Nuka Hiva and were charged 5900cfp (\$59US). The most expensive fill we paid in 30 years of cruising!

Soggy Paws – 2010 – Gravity Filling Tanks: The discussion below is useful for anyone making a Pacific crossing or cruising out of the way places. In 2010, there were no propane refill places in the Tuamotus (though you could buy gas bottles and gravity fill your own tank, with the equipment below).

Propane fill fittings are non-standard around the world, and French Polynesia is no exception. In addition, throughout the islands, everyone just exchanges propane tanks. Most of the filling goes on back in Tahiti. So it is a bit difficult to get US propane tanks refilled.

Note: There is a GREAT discussion on propane issues for Americans cruising with propane in foreign countries on s/v Whoosh's web page:

<http://www.svsarah.com/Whoosh/LPG%20in%20Europe.htm>

The best option if you are going to linger very long in out-of-the-way places is to arrive in French Polynesia with a 'gravity fill' setup as described on Whoosh's site... basically the fitting end for your tank and 5-6' length of hose. Then go to a local hardware store and buy the French propane fitting. Then you can 'rent' a local tank, and gravity fill from the local tank to your tank. This method works pretty well—hoist the local tank upside down in your rigging, or on your dinghy davit, and place your tank below it. Be patient and eventually your tank will be mostly full.

Here is the info I found on the internet about the 'gravity fill' technique:

1. Always wear gloves, as the propane that comes out of a tank it is very cold and can freeze your skin.
2. Connect the tank to be filled with the fuel source.
3. Open the bleed valve of the tank to be filled, the main tank valve and the fuel source valve.
4. As soon as liquid propane starts to spurt from the bleed valve, close the fuel source, the main tank valve and the bleed valve.
5. Disconnect the fueling line as described above.

The 'full' tank must be inverted and placed above the empty tank so liquid, not gaseous propane will flow. The connectors and hoses must be purged of air before connection to the tanks. Internal pressure should be released on the empty tank, then the full tank's pressure plus gravity will transfer liquid propane to the empty tank. It is not possible, without a special pump or a vapor relief valve on the tank being filled, to totally refill the empty tank. It is dangerous to overfill a tank - they should be filled only 75% to allow for the liquid to expand if heated.

The 'propane' in French Polynesia is not propane, but butane. It burns a little cooler than propane, but most stoves work OK on it.

Supposedly it is possible to get fills in Tahiti, but we heard from boats in Papeete that unless your propane tank is less than 10 years old, they will not fill it, even if it has been recently 're-certified'. (Later, I heard this was not true, and again confirmed on the PPJ from 2012 "jumpers").

1.4.4 Groceries

The Marquesas has pretty good growing weather, and the French know how to eat, so veggies and tropical fruits are in pretty good supply. But the supply of everything gets kind of "thin" when all the boats arrive in the Marquesas.

There are good stores at Atuona (Hiva Oa), Taiohae (Nuka Hiva), and Hakahau (Ua Pou). All are better after the Ara Nui has been there. The Ara Nui 3 is a combination cruise ship and freighter, and visits the islands about every 3 weeks.

There was a small store in Hanavave, which had staples, and frozen meat. Though the shelves and freezer was pretty empty until the Ara Nui 3 got there. You will need Polynesian Francs, though.

The Tuamotus, being low atolls, don't grow much, so veggies are hard to come by. Make sure you leave the Marquesas with a good supply. See the Tuamotus Compendium for info on where you'll find groceries in the Toots.

Papeete has wonderful first-world mega-grocery stores at not too outrageous prices.

1.4.5 Water

There is usually a water spigot near the dinghy dock in every bay with a dock. But the water is not always drinkable—ask the locals before you put it in your tank. The water at Taiohae is considered 'non-potable'. You can fill jugs in Daniels Bay, 5 miles west of Taiohae.

1.4.6 Trading

You can do some trading, but you'll have better luck in the smaller villages. There was a guy in Taiohae who wanted to trade a carved boar tusk necklace for a bottle of whiskey, but that was the only trading I found in the 'big city'.

At Fatu Hiva and Tahuata, trading was more prevalent. Rope is good for trading (I got three tiki for 100 ft of 9/16" double braid at Fatu Hiva).

Be careful trading alcohol as the cops may not react well, either they want some too or they don't want you trading it into their village. The locals are good at trading, so don't expect any super bargains. They know how much you spent on that bottle of rum in Panama and will expect a reasonable exchange.

One good commodity for trading—though somewhat troublesome to carry around—are bullets that the locals use for hunting. We had requests for 22 shells and 12 gauge shotgun shells, both of which are highly regulated in French Polynesia, but which the locals use for hunting wild goats and pigs. (Note that these are illegal to carry without declaring, and after declaring them, you should make sure that you leave with exactly what you declared).

Other good items are women's cosmetics, fishing equipment, snorkel gear, good quality backpacks.

It's best to just take what you have to trade with and see what they will give. They aren't trying to steal from you, but they aren't going to give their stuff away either. We always give some little thing in exchange for fruit too. We've never paid cash for pamplemousse, limes, or bananas.

Note: Tuamotus--the wonderful pamplemousse freely available in the Marquesas are scarce in the Tuamotus. If you can get a couple of extra, they make a nice introductory gift to locals on arrival in the Tuamotus.

Jacaranda – September 2018: PLEASE think twice about trading booze with the local population. Many people ask for alcohol in the islands but there is a VERY high rate of domestic abuse in all of French Polynesia. By trading or giving alcohol you could possibly be adding to the problem.

1.5 Communications

1.5.1 Radio Nets

With most English-speaking boats limited to 3 months in French Polynesia, the English SSB nets that are established never seem to perpetuate into the following year. What seems to work well is to organize a net in the Marquesas on 8Mhz as boats get ready to leave the Marquesas.

As of 2018, there is a SSB net that has been going for the past 3 1/2 years in French Polynesia. Called the **Polynesian Magellan Net** 8.173USB at 18:00 Zulu & 04:00 Zulu.

Understand when organizing that the Marquesas is on a weird time zone (-9.5 UTC), ½ hour before the Tuamotus and Tahiti, which are on -10UTC.

In the Marquesas, on 8Mhz, we could hear most boats within the Marquesas and the Tuamotus pretty well. Boats in the Societies were pretty hard to copy on most days.

Though we have no specific knowledge of them, there is probably a French net and probably a German net operating on other frequencies. If you speak French, the French net might be the best source of information, because the French boats are more 'plugged in' and can stay longer in French Polynesia than most English-speaking boats.

If you're a ham, for longer passages, we always checked in with the Pacific Seafarer's Net. This is also a good frequency to have saved in case of emergency—the Hams on the PacSea net will move heaven and earth to help any boat with a true emergency—ham operator or not. Even when there is no net going on this frequency, there are often hams monitoring the frequency for emergency traffic.

The Pacsea net operates on 14,300Khz USB at 0300 UTC. They start with a 'warmup session' at 0300, where you can call in and chat, and maybe hook up with someone who will make a phone call to the US for you. The "Roll Call" (boats who have checked in regularly and indicated they are underway) starts at 0310 UTC, and when they finish (30-60 minutes later), they call for boats getting ready to go on passage to get on the Roll Call list for tomorrow's net. It's always a good idea to listen up on a structured net for a day or so to get the rhythm of the net, before calling in. You can call in for a radio check during the warmup period, or just after the formal net ends. There are usually people on the net who will do a "phone patch" for you—just ask.

Jacaranda – 2016 – Northland Radio: There is a new service recently started for underway NON HAM boats for tracking purposes. It is called Northland Radio and is located in the Bay of Islands, New Zealand. Peter has large antenna and has been able to work boats thru out most of the South and Central Pacific. This is a free service and a wonderful opportunity for boats to use his service to check in. He has direct links to various marine rescue services in the Pacific. USCG, French Polynesia Marine rescue etc.

Contact Peter Mott peter@northlandradio.nz with your location and he will confirm frequency and time for check in.

1.5.2 Telephones & Cell Phones

Jacaranda – March 2018: Thanks to Mark on Starlet for letting me know that Vini is now able to run both data and voice thru the same sim card. This is a recent event (2018) so no need to buy two sim cards. BUT data is very expensive using this method. Best to sign up for a plan if possible.

I checked in the Vini office 3-20-18) in Papeete and was assured that sim cards purchased in Marquesas can now be used for both data and voice.

Begonia – May 2017 - VINI Internet/data sim: As reported They do sell out - so don't delay in sourcing one if you want one! - They sold out same day I picked up my card - I just made it!

You must take your id to the office to purchase SIM cards. (they will ask for your Passport, but I forgot mine and was able to use drivers license).

Top up cards may not be available in all denominations - so again buy when you see them! - Hiva Oa only had the 200Mb ones available.

If your device takes a smaller SIM than the one provided- ask at post office for them to cut it down to size (they have a special tool).

Default password for SIM is 0000 (does not seem to be in documentation - you will have 3 attempts to get this correct)

I inserted data SIM in my unlocked iPhone 4S and did not need to change any settings go get internet on my phone.

Connection was often 'E' Edge - not even 2G - so be warned!

Personal Hotspot - Inserting SIM into my iPhone - 'personal hotspot' feature was initially disabled (removed from iPhone menu structure - presumably blocked by VINI but I really wanted it so I could get the internet from my laptop too... I managed to get it working on my iPhone - but not 100% sure what did it.. but here is what I did:

- I went into settings -> cellular ->cellular data options -> cellular data network -> scroll down and in PERSONAL HOTSPOT section set APN to "internet" and no username or password - then restarted iPhone...(not sure if that was necessary!)
- From 'settings -> Cellular' menu - there should now be a 'Personal Hotspot' option - turn that on

Then the 'Personal Hotspot' option should be available in the main settings menu

Works best (most useful) when connected via USB to laptop (rather than wifi mode)

I also managed to get an old MIFI device (from the UK!) working - but only on 2G and painfully slow - such that most web pages simply would not load... so I gave up with that and stuck with the iPhone hotspot.

When first installed you need to recharge at least once in 30 days to keep the card active. After that the card can remain dormant for up to 3+ months before it gets deactivated.

Due to limited data on SIM (500Mb) and top-ups (100-400Mb), and low speed.. I recommend keeping your device phone in airplane mode to be sure to only use data when really needed it (when you can simply turn off airplane mode).

With VINI SIM in - Text the message 'CONSO' to #7100 - and some time later (maybe up to 20 minutes) you will get a reply text with your balance and end date.

2010 / 2011 Info updated by Jacaranda in 2016: You must have a cell phone that can operate on the European frequencies (or a tri or quad band phone). Can be purchased locally but pricey.

We use a cheap BLU all band cell phone we bought for \$17 on Amazon when we were in the US figuring if we had it stolen while traveling in South America it would be no big loss. Still working 4 years later. It has a dual sim card setup that makes it easy to switch between countries or charge our USB dongle SIM card.

We did not find a town that did not have telephone access. Even tiny towns had at least one phone booth at the Post Office/Mairie (Town Hall).

Now days (2016) almost everyone uses cell phones and there are towers spread thru out the Marquesas. We have been able to get cell access in some very rural areas. Buy telephone minutes as prepaid cards in the post office or many of the small shops and you can call world-wide. Prepaid cards start at 500F and up. We have given our family our FP cell phone number and they call us on our cell via Skype. Incoming calls are free in FP.

The cellular operator in French Polynesia is called 'Vini'. Voice SIM cards are available in most of the main post offices in Hiva Oa, Ua Pou, Nuka Hiva, etc. Data SIM cards are more difficult and occasionally are available in Nuka Hiva but we ended up having a fellow cruiser buy one in Tahiti and bring it to the Marquesas. Was NOT available in Hiva Oa the past 9 months but ask at the post office.

Note: As of May 2016 the Vini system in the Marquesas is not set up to handle voice and data on the same phone SIM card. You either need two phones or a phone with two SIM card slots. Or remove the data SIM card to make a phone call (yep crazy)

The Marquesas area does not have 3G, only 2G, and hence the data transfer is "extremely slow". We use a USB dongle that we have used thru out Central and South America unlocking it years ago. Most people use a smart phone (Apple, Samsung, etc) as a hotspot

In 2011, there were no cell phone sim cards available in the Gambiers while we were there (we asked weekly at the Post Office). We were finally able to buy a cell phone sim card (from 'Vini') at the post office in N Fakarava. However, when our friends went to buy one the next day, they were out, and were not re-stocked when we checked back a month later. I'm sure Tahiti has Vini chips for sale.

In 2011, my cell phone showed Edge access in every place we had good signals, but I haven't tried using my cell phone for data in French Poly.

Places we KNOW had cell phone access in the Marquesas:

Fatu Hiva, both Omoa and Hana Vave;
Hiva Oa, in Atuona;
Tahuata in the 2 bays with towns
Ua Pou, in Hakahau
Nuku Hiva: Taiohae, Haaupu, Anaho (but NOT Daniels)

1.5.3 Internet Access

Kokopeli – Aug 2018: Internet in French Poly is slow and limited. Particularly the cellular network is still 2g. Using our Fi Phones, we can just barely send and receive e-mails, no surfing the web, etc. But change is coming! We are told that a new undersea cable is being run from Papeete, and will bring these islands up to a much higher standard. The cable has already made it as far as the Tuamotus. We also saw a poster up on a bulletin board here announcing this. It showed a diagrammatic chart, showing both undersea cables between bigger islands, and microwave links to smaller ones. We cruisers seem to like our wifi, and the locals will also get addicted quite quickly, I expect. Another one of those mixed blessings, I expect.

Soggy Paws – 2011: TURN OFF WINDOWS UPDATES, AND TRY TO UNSUBSCRIBE TO USELESS EMAILS and Facebook notifications BEFORE YOU LEAVE FOR FRENCH POLY!!! (With W10, you must set each new wifi connection to "metered data" to stop the updates).

Tell your friends and family that you will not be able to Skype or call easily, and certainly not in video mode. Cancel all your video streaming subscriptions—it will be a long time before you use them again.

In 2010/2011 when this guide was first written, internet was 100% via wifi (mostly paid service). Now things are migrating to cell data. See above section on the quirks of cell data access in French Poly.

Internet access via wifi is possible in some locations. The following are the ones we KNOW had internet access in 2010:

Nuku Hiva – Taiohae

Hiva Oa - Atuona

Mana net (www.manaspot.pf) is usually co-located with the Post Office or a government office, but may also be supported by a local Pension (small guesthouse). Check the manaspot website for the latest info on locations. You can either buy access cards in the Post Office, or sign on online with a credit card. If you buy larger blocks of time, the price is a reasonable \$2-\$3 USD per hour. The time is usable at any Mananet location throughout French Polynesia. The Marquesan Mana locations listed on the manaspot website as of spring 2010 were:

Nuku Hiva – Taioahae (usable only near the Post Office, not in anchorage)

Hiva Oa – Atuona

Ua Pou – Hakahau

Manaspot is also available in the bigger towns in the Tuamotus. Note that boats reported little evidence of Manaspot once they left Tahiti—mostly because Mana is in the towns, not out in the anchorages, so plan accordingly.

laoranet (www.laoranet.com) is privately operated by a yachting-affiliated person in Tahiti. They usually have a better wifi signal, but not necessarily a faster internet connection. You can sign up dynamically at any laoranet hotspot using Paypal. Buying an hour at a time is expensive. If you buy in blocks of 100 hours, the cost is only about \$2 USD per hour, and the time can be used all the way through French Polynesia. laoranet also has an option to sell blocks of 'bits', which one cruiser told me was advantageous on really slow connections. laoranet's locations in the Marquesas are:

Nuku Hiva – Taioahae

Hiva Oa – Atuona

Hotspot WDG was also found in the harbor in Taioahae. You can purchase minutes online from the initial screen (start up your browser) using a credit card.

In some locations you might find a computer you can use (I don't know if it costs to use it) at the post office. But if you really want internet access, bring your own laptop with a good wifi card.

Be forewarned that ALL internet in French Polynesia is slow. Add 20 cruising yachts who haven't had internet in a month, and the slow internet gets slower. Be kind to your neighbors and turn off Windows Updates, and automatic download of large Podcasts while you are on slow/remote internet connections. And do not count on being able to use Skype or 'streaming' broadcasts.

1.6 Getting Visitors In and Out

All flights into French Polynesia go through Tahiti first, and then to airports in the major centers in the out islands. In the Marquesas, there are regular flights into Hiva Oa and Nuku Hiva. If you arrive with crew onboard your vessel, you **MUST** sign them off the crew list via Immigration before they leave the boat. Likewise, crew coming onboard via air and leaving via boat should be signed onto your crew list. Ask your agent or the Immigration office in your arrival port for current procedures.

Jacaranda – 2018: Flights from the Marquesas to Papeete have a baggage restriction but if you are connecting to an international flight you will be given an extra baggage allowance. First book your international flight (checking first that the Air Tahiti flight is available) then take your booking info to the Air Tahiti office (Nuka Hiva, Hiva Oa, Ua Pou) and show them the international flight info. They will then issue you a Air Tahiti ticket that reflects international connection and additional baggage allowance.

When coming into the country and then connecting to the Marquesas, we have placed our extra bags on the ship Taparo and had them shipped into Hiva Oa. It was cheap. If you do not want to do this yourself then using Tahiti Crew as an agent they can facilitate this for you for a small fee.

Soggy Paws – 2010: In Nuku Hiva, the airport is on the other side of the island and it is quite a process to arrange to pick up an arriving passenger. Our friends hired someone with a pickup truck in town, and then combined the airport pickup with an “island tour”.

Nakia – 2009: There is an airport on Hiva Oa which has flights 4 times a week to/from Tahiti. Flight duration is 3h 45m. Air Tahiti is the carrier, their office is located at the western end of Atuona, near the bank. Open M-F 0800-1200 & 1330-1630.

1.7 Diving

There is a dive shop on the harbor near Yacht Services in Taiohae. We did not talk to them. But most bays in the Marquesas are not that clear due to run-off. Some people have talked about diving from Anaho—in the outer part of the bay where the water is clearer. The western side of Nuka Hiva is very dry, and looked like the water was much clearer in general than the rest of Nuka Hiva.

1.8 Haulout, Storage, and Repair Facilities

Jacaranda – May 2016: There is a newly opened yard and haul out facility in Atuona, Hiva Oa. The first boat was hauled out last week. It is run and operated by a Frenchman. He has purchased a state of the art hydraulic trailer that from what I heard is similar to that used in Apataki.

The yard is newly opened and there are no facilities yet (bathroom, showers, etc.) At this time all paint, parts, etc must be ordered from Tahiti and delivered by either ship (paint) or plane.

We have spoken to a few of the boats that are now back in the water and all were pleased. Note: In helping a Cat haulout I would recommend having a friend in a dinghy in the water to watch where the aft pads are aligned.

Downwind, haulout is available in the Tuamotus, in Apataki, and in the Socieites, in Tahiti, and in Raitea. See details of Tuamotus haulout facilities in the Tuamotus Compendium.

1.9 Festivals

Jacaranda – March 2016 - Marquesan Festival of the Arts "Matava'a": This 10th Marquesan Arts Festival was the most amazing cultural event in all our years of travel. It occurs every four years and it is not for tourists and outsiders but for the Marquesans themselves to reclaim and revitalize the culture of their ancestors which almost went extinct when the French colonized them and forbade anything related to their indigenous traditions in 1815.

All six populated islands send delegations of dancers and drummers to perform for their brothers and add to the knowledge of what was lost....and to transmit this culture to the children and future generations. It is an honor and privilege to be here to see them renew themselves as a rare exotic bird coming back from the brink of extinction, like watching the phoenix rise from the ashes right before our eyes. One day there was a free lunch for everyone - cooked in the traditional pit-in-the-ground oven. We had to bring "natural" plates to get served so I learned how to plait coconut fronds to make a bowl. We have seen most of the Marquesan friends we made on the other islands which was really fun.

Here is a short video trailer about the Festival which I hope you can watch -

https://www.youtube.com/watch?time_continue=5&v=OQ0h0WYIR-Y. We know many of the people

who are in the trailer - like Robert - the guy on the horse in the stream - he works in the gas station. It will be a while before I can edit and post my own photos on jacarandajourney.com - I took too many!

The major festival is held once every 4 years and the next one will be in Ua Pou in Dec 2019. All the Marquesas islands, Rapa Nui, Mangareva, Rapa Nui along with 2-3 Marquesan dance troupes from Tahiti will be participating. The islands start practicing 6 months before the festival and if you are lucky to be here during that time each evening you will hear drums and singing in villages all over the Marquesas.

The minor festival (Only Marquesas) is held every two years and the next one will be in Tahuata in 2017.

1.10 Cruising Information Sources

1.10.1 Yachtsmen's Guide to French Polynesia 2012 (PDF)

This is a 40-page color "brochure" created by the French Polynesia Tourism Bureau. It is sometimes available in printed form from the PPJ group ahead of time, and/or handed out on arrival in the Marquesas. We downloaded a copy from this website:

<http://www.portdepapeete.pf/informations/guideYachts.php>

It is available in both French and English.

It includes a lot of useful information about all of French Polynesia—clearance information, etc. It includes a nice 2-page map of FP, and shows where fuel is available. Also has advertisement from marine-related businesses that can be useful.

Note: If you can't find it on the Port de Papeete website, the latest version I have found (2012) is posted here: <http://svsogypaws.com/files/#pacific>

1.10.2 Marine Protected Areas

Soggy Paws – August 2018: Since we transited through French Polynesia in 2010/2011, the government has made many changes to anchoring areas. The latest copy of the Marine Protected Areas, and the regulations surrounding them, are published in a guide downloadable from the internet.

As it has already changed location since 2017, here is the current location:

<http://www.ressources-marines.gov.pf/wp-content/uploads/sites/24/2018/07/Brochure-Zones-maritimes-r%C3%A9glement%C3%A9es-en-PF-web-31.07.2018.pdf>

In case it disappears again, I will upload a copy to my Files page also.

Sorry, I could not find an English version. Time to start practicing your French!

1.10.3 Cruiser Reports

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

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

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

Moon Rebel (2018): Having made good use of the Soggy Paws pdf. Whilst passing through the Marquesa Islands in July to September 2018, it seems only fair that we contribute something from what we've learnt aboard Moon Rebel a British flagged, 35'/11m sloop with a 6'/1.80m draft

Kokopeli (2018): Brian and Mizzy crossed to the Marquesas from Ecuador in June, and spent July and August poking around.

Begonia (2017): Maryanne and Kyle arrived in the Marquesas in May 2017 on s/v Begonia, a Lagoon catamaran (approx. 40 ft). They are experienced cruisers having owned 3 other boats and done a lot of traveling by boat and land. Their current blog: <http://sv-footprint.blogspot.com> (Their previous boat was named Footprint).

Spunky (2017): Robert and Aneke arrived in March in the Marquesas with our sailing yacht Spunky, a 43 foot Morgan. They are taking a short sabbatical from working life, and plan to island-hop to Australia and sell the boat and go back to work in the Netherlands in late 2017.

Kandu (2015-2016): Eric and Leslie and their two sons, Bryce (14) and Trent (12), arrived in the Marquesas aboard Kandu in late June of 2015, intending to stay only a few weeks (<http://RigneysKandu.com> or <http://Facebook.com/rigneyskandu>). Instead, we became certified residents of Taiohae, Nuku Hiva so our sons could attend the local college (secondary school), the first Americans to do so.

Jacaranda (2015-2016): Chuck & Linda on Jacaranda visited the Marquesas for an extended period in 2015, and on into 2016, after last being there in the 1990's. They have thoughtfully provided updates to the somewhat dated info here (and we hope they continue doing so!)

They have a lot more info on their website at <http://www.jacarandajourney.com>

Irie (2013): Mark and Liesbet, have lived, worked and cruised on our 35' catamaran Irie (draft 3.5 feet) for six years and are new to the Pacific.

Follow our adventures on www.itsirie.com

Cynergy (2013): Cynergy is Lagoon 440 catamaran.

Their website is <http://sailcynergy.com>

"We first sailed our Moody 46 monohull from Lake Michigan out the St Lawrence to the Caribbean, then the Med, for a couple years, and back to the Caribbean. Sold the Moody and got a Lagoon 440 cat. Sailed from BVI to Bahamas, back to PR, then Colombia, Panama, and now Pacific. John has over 50,000 nm ocean time and is a Master Captain. We are John and Cyndi Martin."

Soggy Paws (2010): - Soggy Paws was in the Gambiers for the month of April, 2010, and then spent May – August in the Tuamotus, and late August and September in the Marquesas. They left Anaho Bay on the north coast of Nuku Hiva, for Hawaii in late September. Then they returned for another 3 months in Tuamotus and Societies in 2011.

Soggy Paws is a CSY 44, a 44 foot monohull with a 5.5' draft.

Soggy Paws' blog is here: <http://svsoggyaws.blogspot.com>

Nakia (2009, 2010): Nakia is a Hans Christain 33, drawing about 6 feet. They first visited the Marquesas in summer 2009, spent the winter in Hawaii, and came back to Marquesas in the spring of 2010.

Nakia's blog is here: <http://svnakia.blogspot.com>

They also revisited the Marquesas in 2013.

Honeymoon (2009) - From a report they sent to Noonsite.com. They have a Lagoon 380 catamaran(?). Blog: <http://www.sailblogs.com/member/honeymoon/>

Migration (2008-2009) - Migration is a trimaran with a beam of 25' and 4'9" draft. They entered French Polynesia from the southeast in 2008, and traveled NW toward Tahiti. They then went back to the northern Tuamotus enroute to the Marquesas from Papeete in 2009.

Most of their comments (and most of the Google Earth shots) in this booklet come from Bruce's website. Bruce has also contributed a few comments via the PPJ Yahoo Group.

<http://brucebalan.com/migrations>

Migrations 11 covers their visit to the Marquesas in 2009.

Mr John VI (2008) - These comments came from a PDF file floating around on the web called 'Mr John's guide to French Polynesia'. It is to be a compendium of his own experience in 1987 and revisiting in 2008, and shared experiences from other yachts. Mr John has a blog (sorry I don't have a link), and has also given permission to post his guides on our website, here:

<http://svsogypaws.com/files/>

It is well worth downloading Mr. John's free guides in addition to these Compendiums. Though I may quote him in some places, I do not reproduce all of his information.

Slapdash (2008) - Slapdash is a smallish catamaran crewed by a youngish couple on a fast trip around the world. Their log is great reading. <http://www.theslapdash.com>

Mata'irea (2007) - <http://matairea.blogspot.com>

Iron Bark (2007) - <http://anniehill.blogspot.com/>

Tackless II (2005) - T2 is a 44' CSY center cockpit cruiser (5.5' draft). They first came into French Polynesia in 2005, wintered over in Raiatea, and continued west in 2006.

<http://www.thetwocaptains.com/logbook/frenchpolynesia.htm>

1.10.4 Pacific Puddle Jump Yahoo Group

This is a 'group' on Yahoo where the people gathering in South and Central America meet to share information about crossing the big puddle. Fortunately, many previous years' jumpers come back and share their information with the newbies. A good source of information, but not very organized, and full of bloat from people who ask the same questions over and over again, without doing any research of their own.

Be sure to check out the Files and Links section—it is full of very good information.

<http://groups.yahoo.com/group/pacificpuddlejumps/>

You must be a member to read or post anything on this site, but if you are getting ready for a Pacific crossing, it is well worth a few minutes to sign up for Yahoo and then sign up for this group.

1.10.5 Noonsite

Originally started by Jimmy Cornell, this site is a great repository of information for all those out-of-the-way places.

<http://www.noonsite.com>

1.10.6 Seven Seas Cruising Association

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

<http://www.scca.org>

1.11 Printed Sources

We are consciously NOT duplicating any printed, copyrighted information here. It takes a lot of effort AND money to publish a cruising guide, and we firmly believe that if it is still in print, you should BUY it, not steal it (in electronic form).

The best printed cruising guide for this area is Exploring the Marquesas by Joe Russell. Charlie's Charts also has pretty good coverage of the Marquesas.

1.11.1 French for Cruisers

[French for Cruisers](#), Kathy Parsons, 2004

This is a fantastic French phrasebook, created by a cruiser for cruisers. Don't leave the U.S. without it, as it is not available once you get to French Polynesia.

1.11.2 Charlie's Charts of Polynesia

[Charlie's Charts of Polynesia](#): Charles and Margo Wood (with updates by Jo Russell and Holly Scott), 7th ed 2011

Holly Scott has taken over the helm at Charlie's Charts and has been updating these age-old cruising guides.

1.11.3 Exploring the Marquesas Islands – Joe Russell

[Exploring the Marquesas](#), Joe Russell, 2000, Fine Edge Productions

This is a cruising guide for the Marquesas Islands, seems an excellent resource with sketch charts that show where the major hikes are, etc.

1.11.4 South Pacific Anchorages – Warwick Clay

[South Pacific Anchorages](#), Warwick Clay, 2nd Edition, 2001, pages 22-33

1.11.5 Guide to Navigation and Tourism in French Polynesia (French)

[Guide to Navigation and Tourism in French Polynesia](#), Patrick Bonnette & Emmanuel Deschamps, 2001

This book provides the best coverage for some atolls, but is out of print and is becoming quite expensive to purchase if you can find it (in the \$200 range on Amazon).

1.11.6 The Pacific Crossing Guide – RCC Pilotage Foundation

[The Pacific Crossing Guide](#), published by the Royal Cruising Club Pilotage Foundation in association with the Ocean Cruising Club. Originally edited by Michael Pocock, and Revised by Ros Hogbin. We have the 2nd Edition published in 2003. Amazon has a version dated 2013.

1.11.7 *Landfalls of Paradise – Earl Hinz*

[Landfalls of Paradise](#), Earl Hinz, 5th Edition, 2006, University of Hawaii Press.

1.11.8 *Pacific Crossing Notes – Nadine Slavinski*

[Pacific Crossing Notes](#), Nadine Slavinski, 2015, Rolling Hitch Press

1.11.9 *Online Tahiti Cruiser’s Guide*

The [Tahiti Cruiser’s Guide](#) is a new online resource maintained by locals and cruisers. Lots of info there, and downloadable as a pdf file.

2 Inter-Island Passage Reports

2.1 *Tahuata to Hane Bay, Ua Huka*

Mata'irea – Early July: We set out this morning for a 20 mile trip to a bay on the North coast of Hiva Oa with extensive ruins, including the largest tiki left in the islands; but, when we came around the North-west corner of the island, we ran into wind directly on our nose, and a steep sea. So we decided that we didn't need to see the big tiki, and veered off for Ua Huka.

Intending to take the prudent course, and slow our boat speed down so that we would arrive the following morning, we didn't put up the main. But who were we kidding, by 11pm it was clear that as long as the nearly-full moon wasn't obscured by a cloud, and we could see our way into the harbor, we were going to drop anchor that night. We should have just put up the main and gotten in earlier. As it was, we had plenty of moonlight to see our way in at 0230, but the buoy at the mouth of the bay that was supposed to have a light on it was dark. "Turn to port!" I shouted as we skimmed past it. We seem to be fatally attracted to buoys, whether it is daylight or midnight. Our anchor wouldn't take a good bite into the bottom, so Sten set the chart plotter's anchor alarm function before bedding down in the cockpit to keep anchor watch. This morning, still not comfortable with our anchor set, with a heavy swell rolling into the bay, we left right after breakfast to see if any of the other bays appealed to us.

2.2 *Tahuata to Fatu Hiva*

Tackless II: With our rig repaired and our energy replenished, the Two Captains poked our noses back out from the quiet bays of Tahuata to make the 40-mile windward sail southeast to the island of Fatu Hiva . Few sailors really like to sail to windward, so many cruisers arriving from 'across the pond' sneak in a stop at Fatu Hiva before clearing in at Hiva Oa, because it is the nautically logical thing to do.

Depending on his mood, the local gendarme will let cruisers stop over in Fatu Hiva for a night or two. Unfortunately for them, that is really too short a time, especially since they arrive pooped.

For those who stick to the rules and check in first, this means you either sail backwards to Fatu Hiva or you give it a miss. Even though we heard some hairy tales from friends who'd bashed their way back in the preceding weeks, the Two Captains did not want to miss it. It is described as one of the most beautiful and remote of all islands. We were especially primed by having read Thor Heyerdahl's book *Fatu Hiva* , an account of his back-to-nature living experiment on the island in the 1920s.

Half-prepared to motor the whole way, we found ourselves blessed with 12 knots of wind out of the ENE, perfect conditions for a rousing six-hour close reach. After all the days of restricted sailing on the passage, this terrific sail was a great reward for our hard won repairs!

2.3 *Tahuata to Ua Pou*

Tackless II: To make the twelve-hour sail from the Southern Marquesas to Ua Pou, the closest island in the northern Marquesas, the Two Captains raised Tackless's anchor just after midnight for the 65 mile sail. The early hours of the trip, still in the lee of Hiva Oa, were windless, so we were forced to motor. By four a.m, however, our wind began to fill and we enjoyed yet another fine sail with the wind on the beam. Couple the smooth ride with a stunning sunrise and we were in a much uplifted mood as we approached the island of Ua Pou.

2.4 *Hiva Oa to Fatu Hiva*

Kokopeli – Summer 2018: We picked a weather window where the wind wasn't at all from the south, and were able to sail all the way, on a close reach.

2.5 *Fatu Hiva to Nuku Hiva*

Kokopeli – Summer 2018: We did this as an overnight passage, leaving mid-afternoon. Ran into a big wind shadow behind Hiva Oa, but otherwise fine, an easy run under the genoa and arrived in the morning.

3 Hiva Oa (Airport & Customs)

3.1 *Baie Tahauku - Atuona*

Baie Tahauku is the main anchorage at Hiva Oa, at the town of Atuona. It is nice, but is not as nice as the other islands.

3.1.1 *Approach, Arrival, and Formalities*

Kokopeli – September 2018: We just revisited the bay, and found that they're dredging in the inner harbor. Mostly in the area where the freighter turns around, anchoring for others is restricted to the far north end of the bay, or outside the breakwater. This restriction is posted to continue until the end of this year (2018).

They've been working on a concrete wharf of some sort along the inside of the breakwater. And some repairs and improvement to the breakwater itself. It now looks pretty clear that what they're putting in is a new wharf, set up to med-moor a dozen or so boats. There's a very nice curving wharf, separated from the breakwater. It has many closely spaced stainless steel bollards. Smallish. And now many mooring style floats, about 50-60 feet off the wharf. Maybe it will be for local fishermen, but there aren't that many of 'em. Maybe yachts? We'll see...

Moon Rebel – July 2018: WARNING, POSSIBLE TEMPORARY SPACE RESTRICTION: When we visited in July 2018 there were notices posted stating that due to dredging works programmed for mid-July to late-December, the anchorage would be restricted to the area north of the dinghy dock and presumably you'll need to get your anchor & chain behind that line too? The area's predominantly shallow and I'd estimate that no more than half a dozen yachts will be able to squeeze in there, of which there seems to be four or five semi-permanent yachts already. Works hadn't begun when we left on 1st August, so it's reasonable to assume that the works and these restrictions will continue at least into the early months 2019. Update: as of mid-September the works are underway and restrictions in place.

Even with 'normal' restrictions in place you'll be twin anchored inside and be wary of the Aranui's arrival if anchored close to the dock (the red supply ship invariably seems to be a lot more careful and courteous?) Whilst we were sat comfortably 'behind the line' our anchor wasn't and the Aranui first tripped that when dropping their own, before 'blasting' us sideways a few seconds later with their powerful bow thruster as they docked; no gel-coat was lost, so just an interesting experience.

There's potable drinking water freely available on the dinghy dock – the timber dock's been extended with plastic floats, so there's no need to stern-anchor, but they're a bit unstable underfoot.

There's and a small but remarkably well stocked grocery store at the fuel station, selling baguettes in the morning and its prices are only a few cents more than the bigger stores over in the town. If you need diesel/petrol, then there's a small 'short stay' wooden dinghy dock just north of the gas station that's a shorter carry with your jerry jugs.

The gas station and Sandra who's the Tahiti Yacht Services representative (plus others no doubt) rent 4-wheel drives for \$100/day, try to get a 4-door Toyota rather than one of the little Suzukis, though it seems you're always promised a Toyota, but often it's a two-door Suzuki that's delivered. We drove to

the archaeological site at Puamao at the NE corner of the island, reputed to be the best in French Polynesia(?) and all felt that it was OK but not unmissable/earth shattering – though the drive over & back offered some stunning views, but be sure to get a confident driver, the road's steep/twisty, mostly unsurfaced and with some precipitous edges; it may only be 20-25 miles, but allow 1.5-2 hours each way.

Sandra has a \$5/day internet/wifi service too – you'll generally find her around the dinghy dock at about 10:00 – that seems to reach those yachts with booster antennas anchored outside the breakwater, but not those behind it, from there you'll need to walk south, up the hill and past the boatyard to Sandra's 'Semaphore Station' premises to get a signal; I've no idea how good it is, on the one day we tried it wasn't working, but to be fair, neither was the \$5/hour Vinni hotspot service and Sandra immediately refunded us. We found that with a small booster-antenna the Vinni signal would reach to the boat when anchored behind the breakwater.

Shopping/services in Atoua are much as already described by others, prices seemed fairly consistent and we felt the store at the far end of the village (turn right, just before the tikis) to be the best stocked

Check-in at the Gendarmerie was quick, easy – one form to fill in/twenty minutes – and friendly, but only open 08:00 – 11:30 Monday to Friday.

Willy at the boatyard proved to be a top-notch welder and reasonably priced on the job he did for us.

Kokopeli – Summer 2018: At first we were anchored out beyond the breakwater. This was OK, but roilly. Inside was crowded, and we would have needed to put down a stern anchor. The bottom is foul, we were told, with the wreckage of gabions previously used for breakwater. On a previous visit we'd fouled an anchor on something that sure felt like that. Also the freighter comes once a week, and you have to keep the dock area clear. From outside, we could just pick up the Hiva Oa Yacht Service (HOYS) wifi signal.

We did the check-in with Sandra from HOYS, she was just fine. Easy check in, no charge. Provisioning in town was good, but of course expensive. \$20.00 six pack is the reality. Space opened up inside the breakwater, so we came in and put down two anchors. We stayed clear of where the old gabions are. We would have been in trouble with the freighter but we knew we would be gone by the time they came back.

There's a marine yard now in Tahauku, very friendly. They're hauling boats using a trailer, and doing repairs. Unfortunately, no wifi signal in the inner harbor. We walked to town several times, not bad at all. The best place to eat is at the community center, right on the beach. Local people, local food, good prices. Yacht Service Hiva Oa is headquartered on the bluff beyond the haulout yard. There's a container converted to an office, and some covered picnic benches. Wifi signal is strong there, and there's a nice view and breeze.

Consensus (72 ft Oyster with Deep Draft) – June 2017: In my opinion, it would be better to stop first in Fatu Hiva if you can. Atoua was a horrible roilly anchorage inside the basin and also outside the basin. We could only fit on the outside of the basin and it was very roilly and offered little protection. Spend as little time here with Customs and stocking up on basic food supplies (few expensive fresh veg: potatoes, apples, bok choy) as necessary. Chinese supermarket and hardware store in the town are ok for supplies. Clearance and bond for U.S. passport holder was very straight forward and easy to do between the bank and the police station in the town.

Spunky – March 2017: Always put stern anchor at the **dinghy dock**, as dinghies can drift under the concrete blocks (at low tide).

The petrol station sells delicious **fresh tuna**.

There is a new **haul out** here. Monohulls and catamarans are taken ashore with a tractor system (no crane). Storage and repair but no chandlery available on this island.

Jacaranda – April 2016 – Update: Tahauku harbor is VERY small and presents tight anchoring especially when the new Arinui 5 comes in. When the supply ships are not due to arrive, then you can anchor on a single hook (short scoped) near the main wharf or further back on 2 hooks. Further back in the harbor requires a bow and stern anchor.

There are two supply vessels that stop in the harbor of Tahauku--The Taporo and the Arinui 5. The Arinui 5 is new and larger than the older Arinui 3 and the Taporo, requiring a wider turning radius inside the harbor. Hence more room for the Arinui is needed which means less room for the yachts at anchor

Yachts with a Single Anchor Out

When either supply ship is due then boats single anchored will be required to move out of the harbor. The Arinui 5 arrives on schedule and arrival time (approx every 3 weeks) is announced a day before on channel 16. But the Taporo is called the "ghost ship" by the locals because it arrives with no certain fixed schedule more of an approximate date. Usually it is announced the day before or the day the Taporo arrives on VHF 16.

Yachts with Bow and Stern Anchors Out

The Taporo Line: The <old> line that boats are required to anchor behind (towards the head of the bay) when the supply ship is in port is valid only for the Taporo.

On the west side of the anchorage on the rocks is a large yellow slash. This slash marks the west side of the imaginary line. On the east side of the harbor just at the N end of the concrete wharf is a large staff with a cross on top. By drawing a line between these two points and anchoring behind it will suffice for the Taporo.

The Arinui Line: Using the yellow slash on the rocks on the west side as one point. The second mark on the east side of the anchorage further N (than the Taporo staff with cross) is a light post next to the concrete dinghy dock. It is now painted with two orange stripes. By drawing a line between these two points and anchoring behind it will suffice for the Arinui 5.

So, in summary, if you know the ship schedule you can anchor accordingly but if the schedule is unknown best to try and anchor behind the Arinui 5 line. This way you will be set no matter what ship arrives.

Call Semafore Atuona channel 16 for further info on arrival and departure.

Jacaranda – August 2015: A couple of comments on Atuona to add to the group notes:

Waypoint off the end of the jetty 09 48.300S 139 01.955W

Most boats use a stern anchor but there were boats anchored on a single hook up near the entrance of the bay closer to the wharf. They would move when the supply ship came in and then re-anchor when the ship docked. The local notices go out on VHF 16 regarding ship movement. If you do come in at night I recommend anchoring on a single hook up closer to the wharf and sort out a spot the next morning when it gets light.

Be very careful of tying your dinghy to the concrete landing near the shower. We saw a number of dinghies get damaged by getting sucked under the concrete dock at low tide. The surge in the harbor can be difficult when trying to get off and on at the concrete dock. We usually just pulled the dink up on

the gravel launch ramp. Be sure to leave room for the locals launching their canoes here. Dinghy wheels are very helpful here.

When checking in the Gendarmerie requires >>ALL<< crew to go to the office. Its a very easy process and usually only takes a few minutes. They do not care about crew list, zarpe and all the other items Central and South America countries require. They will provide you a form to fill out and need only the ships papers and passports.

Anchoring

The comments about bottom conditions by Irie (below) are valid. Now after the tsunami that came thru the Marquesas in 2015 those metal rock-filled grids on the bottom probably moved. Its a crap shoot if you will hook this underwater stuff. Our suggestion is to BOUY both bow and stern anchors and if you have a "rock" setting on your anchor (Manson Supreme) use it here. Over the course of the year we have spent a couple months anchored in Atuona and have seen a number of boats struggle with getting anchors snagged.

Irie - September 2013 - Anchoring: A quick observation in Atuona: We are in Hiva Oa at the moment and cruisers should be aware of the "treacherous" anchoring in the main anchorage near Atuona. Big metal grids - used to prevent erosion in the past - have slid into the bay and are fouling anchors left and right. The east part of the bay is reported to be the worst, but we have seen anchors snatched and ropes chafed in other parts as well. The closer to the main dock, the better it seems, but beware of the arrival of the Aranui cargo ship on Thursdays...

Cynergy - April 2013: This is the first place to land for most west bound boats (I like Nuka Hiva better for first landfall however).

Crowded, can be very crowded. Some boats use stern anchor, some do not, so the place is crazy.

To enter at night:

wpt 1 09-49.658S 139-01.473W

wpt 2 09-48.514S 139-02.035W (entrance)

wpt 3 09-48.288S 139-01.979W You can anchor here before going into the crowd at night. About 35-40ft good holding mud

We settled in during daylight with stern anchor at 09-48.149S 139-01.863

Once in here everything becomes pretty clear. If you have an agent (worth it) clearing is a breeze with one stop. All onboard must go in. Provisions etc all well covered in other reports. Laundry was really expensive. 2 large loads ended up costing about \$70usd

Nakia – 2009 - Anchoring & Clearing: Make sure you anchor behind the two yellow crosses (closer to shore) or they will make you move when the supply ship comes in. The walk to town from the main anchorage is about an hour unless you have someone drop you by dinghy at the rarely used stairway on the northwest side of the anchorage, which saves you 30 minutes each way.

The anchorage itself was not all that wonderful – the water was murky/muddy and there was barely enough space for us to anchor. However, we strongly recommend the pizza from the restaurant closest to the anchorage – good stuff!

Check in with the *entire* crew at the Gendarmerie during weekdays before 11am. Check in is very easy. Just one form to fill out.

Arrival (s/v Tackless II – April 2004) Dawn found us right at our waypoint about four miles off the eastern cape of Hiva Oa island. Rain showers washed across the waves and the steep cliffs, and sunlight revealed lush greenery and made rainbows.

The anchorage for Atuona is tucked up in a small bay behind a man-made break-water, but this does not make it a calm refuge. We dropped our main, made a tight turn amongst the packed boats and dropped anchors bow and aft to hold us lined up cheek by jowl with the boats already here.

A 2-3 foot swell continued to roll through the bay smashing with a boom and fountains of spray onto the rocks less the 100 feet of our starboard beam! All the boats anchored here jounce and roll, but everybody works together to shoehorn the new guys in. But compared to some of our nights underway this is positively calm. And it is breathtakingly beautiful. Twists and spires of green mountains thrust up into the clouds and the air is scented with tropical flowers. Among the bouncing yachts, muscular Marquesan men paddle brightly painted outrigger canoes back and forth going nowhere in particular that I can see. We're DEFINITELY not in Mexico anymore, Toto.

3.1.2 Cruiser's Services

Kokopeli – Summer 2018: There's a marine yard now in Tahauku, very friendly. They're hauling boats using a trailer, and doing repairs. Unfortunately, no wifi signal in the inner harbor. We walked to town several times, not bad at all. The best place to eat is at the community center, right on the beach. Local people, local food, good prices.

Yacht Service Hiva Oa is headquartered on the bluff beyond the haulout yard. There's a container converted to an office, and some covered picnic benches. Wifi signal is strong there, and there's a nice view and breeze.

Begonia – May 2017

Water: Our Agent and locals said that none of the water available near the anchorage was potable - so we didn't risk it! This differs from report below about water good at wooden dinghy dock. It rains regularly so a water catchment system is a good idea!

Laundry: Due to a public holiday, the Cyber cafe was not open, so despite the warnings in the compendium we elected to use Sandra for laundry (charged by the KG so avoid wet towels!) We had about 2 medium loads and the price was \$3010 - i.e. about the same 1500 per load as you quoted, but Sandra collects and drops off at the gas station area.

Jacaranda – May 2016

Laundry: There are 3 people that do laundry in Atuona and I am sure there are more.

John Ozone - 689-872-307-40 He will come down and pick it up, wash then return it to the dinghy dock. We have used his services a number of times and had some issues with laundry getting mixed up with others, clothes smelling of smoke, etc.

Sandra (Hiva Oa Yact Services) she will also pick up and deliver. Have not used her. At last check she is the most expensive. We have seen her delivering laundry to other businesses in town.

Eliana Internet Cafe - Located in town across from the second store. Linda has used this laundry services 7-8 times and always had excellent results. You need to bring the laundry into the shop. When ready for pickup Linda would always do a big shop and use their taxi service to bring the laundry and groceries back to the boat. 1 load of laundry (wash, dry and folded) 1500f and the taxi service to the wharf is 300f per person. They will also come to pick you up at the wharf and bring you into town 300f pp. Very nice folks!

Fuel Atuona: There is a service station located next to the main wharf. Jerry cans can be filled at the station. Fuel is not available from the wharf. They will accept your "Duty Free Fuel" certificate. It is helpful to make a copy for them, as they will need a copy for their records. Also be sure to tell the bowser (attendant) that you are buying duty free fuel before he starts pumping. They accept credit cards.

Trash: There are trash bins located across from the shower near the dinghy dock. We have been asked not to use the bin at the service station as that is for the station's use.

Jacaranda – August 2015: There is a very nice well-stocked small shop on the wharf next to the petrol station. They have **fresh bread** every morning (usually sold out by 11am). The prices on goods are almost identical to the shops in town.

We were very surprised to see the selection of food in the **supermarket** since we were there in the 90's. We found it very well stocked much better than the Galapagos. All the wonderful French food is simply terrific. Of course the prices reflect that as well.

Cooking gas and outboard gas: If you need it and they have it buy it!! Both times we were here they sold out of cooking gas in 48 hours and regular gas in less than 5 days. It was a 3 week wait for the supply ship to return.

We tried to buy a FP gas fitting in Hiva Oa but all we found was a combo regulator fitting. Some folks bought it and then sawed off the fitting. We had a friend buy one in Nuka Hiva and bring it down for us. Price of gas bottle was 3000CPF and 3000CFP deposit (about \$30 - \$30US). There is no one filling cooking gas bottles in Hiva Oa so you have to do it yourself.

Nakia – 2009:

Wifi: laoranet is expensive and people report it often doesn't work yet gobbles up time (e.g. euro 40/day!). Without paying, you can use this connection to pick up weather info (but you do have to register).

If you scan around, there is a free open Wifi station (Belkin 45G). With good equipment one has a slow, but workable connection.

Stores

- Close to the Gendarmerie, across from the Gaugin museum is 1 store.

- Continue a little further into town (from the port) and past the village green and bank, you will find a cluster of 3 stores. One of them has the bakery in the back. The locals seem to favor these stores. They have a larger selection too.

Water: There are taps at the dinghy landings/ramps in port. The water isn't potable, but usable for laundry etc. There is potable water next to the service station. Use the wooden dock closest to the service station and the tap is just up from the dock. High tide makes this easier.

ATMs: The post office and the bank have and ATM/Cashpoint machine. They do run out of money from time to time. (The rate currently (April 2009) is about 85 CFP to the US dollar). If you request 10,000 CFP, you may get it in one 10,000 bill (about \$110 US). But, unlike Central America, it is no problem changing this bill at any store.

Fresh Fruits and Veggies: Each morning there is a lady with a pickup truck in the parking lot across from the bank/village green. She sells vegetables and eggs that are high quality and cheaper than what is found in the stores.

When walking from the port into town, one has to walk around the bay in which the boats are anchored. At the head of the bay one turns left to go to town, right to go to the airport. If you walk straight ahead you enter a farmer's yard that sells Pampelmousse directly from the trees cheaper than available in the stores.

Trash: Garbage should be reduced as much as possible and then deposited on the fuel dock in the bins provided.

Airport: There is an airport on Hiva Oa which has flights 4 times a week to/from Tahiti. Flight duration is 3h 45m. Air Tahiti is the carrier, their office is located at the western end of Atuona, near the bank. Open M-F 0800-1200 & 1330-1630.

Hitch hiking: It is very easy to hitch hike into town and back. However... the town closes down from about 12:30 until 14:30. That includes the gas station at the port, which generates the traffic to and from the port. If you plan to hitch hike rather than walk avoid these hours.

Tackless II – 2004: We were quite surprised at the well-stocked shelves in the town's four or five groceries. There were lots of interesting canned goods and a whole shelf of canned patés! Prices were not as outrageous as we'd been led to expect, except of course for such important items to the 2Cs as beer and broccoli! Indeed, vegetables of any kind were very rare and priced accordingly, while fruit is so abundant as to be completely ignored, a shopping handicap for those without contacts.

There was a man who sold fruit fairly near the anchorage, but the rain had so swollen the stream we'd have to cross to get to him that somehow we never made the stop. On the other hand, baguettes are everywhere (before 11am) as well as delectable pastries like croissants, pan chocolate and, our favorite, the turnovers stuffed with a filling of red bananas

3.1.3 Things to See and Do

Jacaranda – June 2016 – Guided Tours: There are 3 folks that I know of that offer guided driving tours of Hiva Oa.

John Ozone - who used to live in Hanamenu Bay. He has a 4x4 and his trip to Pau Mau (a ¾ day tour) includes lunch. We also used him for a trip to the Tohua Taaoa. This is a beautiful site 6 miles from Atuona. John's wife also does laundry as well. He will pick up at the dinghy dock in the morning and return the next day. In addition John usually has fruit for sale.

John can be reached at (698) 872-307-40

Sandra (Hiva Oa yacht Services) She does not do the tour herself but uses another individual. We know of a number of people that have used her tour.

Pierrot (Peter) Taputea - Peter has been working as a guide for years and was part of a number of archaeology research projects on the island. Peter speaks excellent English, very proud of his Marquesan heritage and happy to share local customs and information. He rates very high marks amongst the cruisers we have spoken with that have used him. (689) 873-276-16

??? – 2009: **Island Tour:** (2009) Renting a 4x4 costs about \$145/day. Mary-Jo (Mobile: +689 20.07.32, Home: +689 92.73.43) does a great of the island for about \$200. We felt that having a guide, and not needing to drive the steep slopes and cliff edges was well worth it. Her vehicle can seat about 9 people (6-7 more comfortably). She can either bring baguettes and you bring the spreads, or she can book a restaurant for lunch. She speaks some English, but is particularly good at helping you dust off your rusty French.

Nakia – 2009: We made the obligatory visit to the Gauguin and Brel grave sites in the local cemetery, but balked at the 600 CFP per person charge to enter the Gauguin exhibit at the Cultural Center (plus another 500 CFP to see the Brel exhibit) in town. Instead we spent our francs on brie, baguettes, beignets, and croissants and had a picnic lunch in the big square (tohua). We walked back to the short-cut trail down to the beach where we'd left the dinghy this time, making the walk into town half as long as it is to leave from the wharf.

We agreed to share a half day rental of a four-wheel drive Suzuki Samurai (\$80 USD) with another boat to visit the lipona ti'i (tiki) site at Puamau, a two hour road trip.

Most of the road is unpaved switchbacks with several ongoing improvement projects (including a snazzy European style cement roundabout). It was an E ticket ride with lots of stops for pictures, and we really enjoyed the open air experience of the Samurai. With the top off the back seat I could look up at the amazing trees and smell the change from tropical jungle to pine forest as we gained altitude. By 2 PM when we arrived in Puamau the magasin was closed, but four ladies were playing cards at the snack shop where we stopped for a Coke and to ask directions. We paid our 300 CFP per person entrance fee and continued on up the road to the site.

This was our first visit to an archeological site and it's sure to have spoiled us for others since, according to our Lonely Planet guide, this is one of the finest to be found "in the Marquesas, if not all of French Polynesia." It was multi-levels of grass and stone with a grouping of the five most important figures on the top platforms. The landscaping surrounding the site and in between the levels was lovely and we took many pictures. Puamau also boasts a big sandy beach and is another charming village, all the more so for being in such a remote location.

We made it back to Atuona with time to spare on the car rental and decided to take the turn into the Tehueto Petroglyph site. This turned out to be an overgrown jungle version of a "road" including muddy spots and green plants brushing the sides of the car. After passing a house with a barking dog, we came to a fork in the road and took the direction with the most recent tire tracks visible (left), but finally called it quits before having to cross some seriously deep water. The papaya trees along the way were loaded with fruit but we resisted temptation, and headed back out to the paved road to get home before sunset.

Tackless II – 2004: There is actually quite a bit to see and do in the town of Atuona . The painter Paul Gauguin, whose art practically defines Polynesia for many, lived here, and there is a museum dedicated to him. Both he and the famous singer Jacques Brel are buried in the cemetery on a hill above the bay, There is an all-day tour available across Hiva Oa to the village of Paumau on the north coast where there is an extensive archaeological site with stone terraces, petroglyphs and the world's largest tiki. Thanks to the weather, however, we saw none of these! When we asked about the tour, we were told the roads were dangerous in the rain. Just as well. It was all we could do to get our arrival paperwork taken care of over the course of the next two days given that the town is about a mile and a half away over the hill and that everything closes down from 11:30-2:00.

We did have a nice lunch at the Snack Kaupe in Atuona.

3.1.4 Motu Anakee

Jacaranda – March 2016: This motu is located just a few minutes to the west of Atuona. Most of the time the E and SE swell rolls right in making it very rough. We got chased out of Hapatoni, Tahuata with 2 meter NW swell with a S swell thrown in as well. We anchored here in the summer when the swell was from the NW and found it pleasant. Clear water and a group of Manta Rays.

Anchor spot: 09 48.7892 S / 139 02.5684 W in 45' Sand with some rocks

Anchoring closer to the Motu will put you in mostly rock.

We sat out a westerly blow with gusts to 40. Lots of rain and we counted 7 waterfalls in the hills. But we did find the bay very gusty and bullets would come roaring thru the calm. If we had to do it over again we would move over off the beach by the soccer field.

Anchoring at approximately 09 48.412 / S 139 02.232 W in 20' sand close to, will result in much less swirling winds.

We have also taken the dinghy out to Motu Anakee from the harbor to swim and snorkel with the manta rays.

3.2 Haniaipa (Hiva Oa North Coast)

Jacaranda – August 2015: The Joe Russell guide book covers this bay.

We anchored in 40-45' of water opposite the small concrete dock. Outside it was very windy with a 2-3 meter swell sweeping down the island and we thought there is no way this will be a calm anchorage. Surprised when we came in and found a very comfortable anchorage with very little swell reaching inside.

Anchorage: Staying out in deeper water will put you in sand versus rock bottom. Anchor opposite the concrete quay or further out. There is a fresh water shower and a long hose on the quay. You can fill your water jugs from the dinghy using the supplied hose. Use a stern anchor when tying your dinghy up at the concrete quay.

The village is small and has a road that goes to Atuona. We have friends who stopped here early in the season and got a ride into Atuona to check-in and do some shopping. Just ask any of the friendly locals who might be driving into town. Other vessels stopped here for a rest and to clean up before proceeding to Atuona or Nuka Hiva. Having a calm anchorage and a abundance of fresh water on the dock makes for a good stop.

Water: On the dock with a shower. NOT potable

There is no store or fresh bread here.

William is a very friendly local who has a yacht book and asks folks from Yachts to stop by and sign it. Bring a boat card and or photo. Just walk thru town and look for the sign that says Haniaipa Yacht club.

3.2.1 Puamau (Hiva Oa NE Coast)

Begonia - May 2017: Wind was from ENE and the anchorage is quite exposed and very roly, and landing difficult in heavy surf (not recommended - given the risk it may be best to simply take a tour from Atuona) . We chose a rough swim rather than attempt to take the dinghy ashore.

The road up to the Tiki site is about 1.5km (up hill). Take the road to right of (currently overgrown) soccer pitch on seafront (with back to bay Left to Right - you will see the Church then the soccer pitch then the single lane road we used up).

We took a different road down (so as to see all of the tiny town), and this ended between the 'Magazin' (basic store where you can buy some pastries along with limited groceries) and a separate snack store (drinks and pre-packaged snacks - has covered area with tables outside to sit at that also takes the 300 CPF fee for the site entry).

4 Fatu Hiva

Fatu Hiva is the southernmost of the Marquesas. Approximately 700 people live on the island. It isn't an official port of entry, but the local gendarme looks the other way. The island doesn't get many tourists, so cruising boats are most welcome. We bring rum, wine, tobacco and bullets to trade for crafts, such as tikis or tapa cloth, which is produced by pounding the bark of mulberry, breadfruit and banyan trees. Tapa used to be made throughout Polynesia, but Fatu Hiva is the only place in French Polynesia where it is still being made.

4.1 *Hanavave / Bay of Virgins*

The first and most important thing we can share is that Fatu Hiva should be an absolute MUST STOP for all cruisers visiting the Marquesas. The anchorage is so beautiful it immediately made it into our top three anchorages of all time. The island itself is beautiful as you approach, but the rock structures around town are mind-boggling.

You should check in first at Atuona, as stopping at Fatu Hiva first is illegal.

Moon Rebel – Summer 2018: This was our point of arrival from Ecuador and despite warnings to the contrary, we and everyone else we spoke to (European & North American yachts) had no difficulty whatsoever in stopping off here ahead of making their formal check-in at Hiva Oa. There isn't a Gendarme on the island any more – was there ever? - but on first arrival/landing go and find Poyet(?) it seemed to be pronounced 'Poy-A' who's the island's 'Security man'; walk up the road heading directly back from the dinghy-dock and his house is on the left after about 500m, ask anyone you see, they'll point you the way to go. Poyet didn't want to see any paperwork, nor indeed note anything down, but my understanding is that you need to let him know you're there and he will give you the current information over what you may and may not do whilst you're here, along with permission to 'stay for rest and to make some repairs' for a few days before heading over to Hiva Oa. A 'few days' seems flexible, we were initially told three days was OK, but that was extended to 'four or five' – we really did find a repair to make! - eventually and without any hassle, we left after a week.

We found the holding in the anchorage good and that's probably general throughout the bay – there was one night of 35-40 knot squalls rattling through, during which only one of fourteen yachts dragged; the bay and valley behind do seem to be a channel for wind/squalls, so dig in well and get plenty of chain out. Despite hearing comments to the contrary there's lots of space - the most (on the squalliest night!) was fourteen yachts whilst we were there and there was ample space for everyone. We also felt that where we anchored, close to the northern cliffs suffered rather less from the squalls than those anchored in the centre & south of the bay, but that's just an opinion. Good days and bad for the swell working in, but you can be fairly sure there'll always be some.

Poyet also organises island tours by 4-wheel drive @\$150 for the half-day trip (max four people) and on Thursday evening he, or his wife at least, were cooking/serving a Cruiser's Dinner of traditional Fatu Hivan food @ 2000FPF/\$25 each – BYO beer or wine – at their house. Didn't do a tour (where is there to go?) but the meal was OK.

The walk to the waterfall was worth the effort, though it'll take you closer to an hour than the half-hour we'd heard suggested and particularly after rain it is rugged and very slippery underfoot for the last 1/3 mile.

If you happen to be there mid-July (Bastille Day weekend) there was a very impressive Marquesan Dance competition being held on the soccer field; though I think there might well be a dance competition on every island over that weekend.

Clean/potable water is feely available from a tap on the dock beside the boat ramp; the swell works into/around there too, so stern anchor your dinghy on the rougher days, or as we did, take a stern line to one of the local boat mooring-floats; be wary of the long spider-web of lines from these when entering/leaving in the dink. There's a small grocery store, though we never used it, on the right, not far before you reach Poyet's house; we were told (didn't check) that you needed FPFs for purchases and there's no bank in the village.

Poyet's tours/dinner seems to be payable in most currencies and similarly, for large purchases at least, the local wood/bone carvers seemed prepared to take US\$ and Euros.

Kokopeli – Summer 2018: The anchorage is surprisingly deep. There's a shallower bench close in, then a drop-off to the deeper part. If you slide off the edge, guaranteed you'll then drag. Holding is OK. The wind howls through here, very regularly. But this anchorage is spectacularly beautiful. One night when we were there we attended a dance held by the community. Three troupes of dancers, also singing and drumming. Great costumes, made locally from real plants and flowers. First rate dancing, singing and drumming. Probably had 150 participant performers, from the small community there. The next day, a cruiser brought around a local man, in the cruiser's dingy. They explained that he was the local security agent, and was hosting a dinner the next night at his house. It would cost \$20, maybe \$25 per person, BYOB. We said yes. About 20 cruisers showed up, it was very well done. His back porch and yard was set up to host this kind of thing.

The next day we dove the wall to the south of the bay. No way to anchor the dingies, so some people stayed in 'em. Visibility seemed good. The largest shark I saw was 2.5 ft., and we saw very large, fat green morays. We went down to a little more than 100', there was bottom at that point where we were, I think other places may go down farther. We also walked to the waterfall, well worth the hike. We felt the carving here was better than what we saw at other islands.

Spunky – March 2017: Bay des Vierges, Penisbay, anchorage is beautiful, but the anchorage is on a stone plateau, with not much holding. Let out a lot of anchor chain, as strong falling winds can blow from the valley.

Jacaranda – August 2015: There is much written about this fantastic anchorage. We want to add a couple items.

Internet: This is the best place we have found internet in the Marquesas. Look for internet connection Manaspot, and you can sign up online with a credit card. Internet overall in FP is very poor but you can get email.

Water: There is excellent potable water available next to the boat ramp. Bring a long hose if you do not want to carry jugs.

If you arrive close to the July festivities the village practices dancing & drumming each evening near the wharf and also under the covered building near the soccer field. Hearing the drums start as it gets dark is a unique experience. We went ashore each evening to watch the practice

Also there is a small boat basin built since we were here last that offers excellent protection but we recommend using a small stern hook to keep your dink away from the wall.

Friends on the cat Space had one of their crew members (Jeremy) travel to Omoa to have a tattoo done by a man name Teddi. Teddi did the most incredible tattoo covering Jeremy's entire right leg, ankle to hip. Everyone that has seen it was blown away. Jeremy traveled back and forth from Hanavave to Omoa on the local water taxi which departs at 6am returning at dusk.

If you are interested in visiting Omoa and don't want to take your boat there this is an alternative. Or take the water taxi there in the morning and walk back.

From another boater: We got booted out of paradise yesterday. When we went in to rinse some laundry at the faucet by the boat ramp, the local cop was at the dock. He immediately asked for our passports and when we couldn't produce them (they were on board) he asked if we'd arrived directly from California or if we'd been to Atuona.

We said we'd come from the Galapagos and that we had not been to Atuona, but that we have visas which we received in Panama. He said arriving in Fatu Hiva without going first to Atuona was 'no good' and that we needed to leave, now.

We met several boats there that made Fatu Hiva their first port of call in French Polynesia and they had no problems what so ever. There are stories of boats being fined \$200, but I expect this to be the case if a French Coast Guard boat happens to come into port. Otherwise the local police officer seemed very lackadaisical about customs. Fly your Q flag and the French flag and seek out the local police officer who will record your boat name, crew names and passport numbers by hand in a little book. It's that easy. He may ask you to leave right away, but trust me when I say it is worth the risk. It's a day sail to Hiva Oa afterward.

There is also an amazing waterfall you can hike to with a nice cool pool to swim in below the falls (but bring bug spray). Don't expect much for services though, there is only one shop and a telephone booth, and that's about all. We had dinner at Katty's house one night for 1,700 CFP (about \$17 dollars each) and that was also an experience, but more for the environment and not the food. Fresh bread is delivered to the town by truck from another village, so you will be lucky if you catch them. Tikis and Tapa cloth all seems to be sold at Tahiti cruise ship prices as this is where they ship the items they make (the prices were outrageous).

Lastly, the wind does shift around in the anchorage, so give yourself plenty of room and make sure your anchor is hooked. It's sand in the deeper sections of 40 feet+, and big rocks when you get closer to shore in the 30 foot section (we wrapped our chain on a rock and nearly hit another boat when the wind shifted and another boat dragged their anchor and drifted out to sea before realizing anything had happened).

There is no internet anywhere on the island of Fatu Hiva.

s/v Soggy Paws August 2010: We anchored in the Baie de Vierges (Hanavave) at 10-27.909S 138-40.042W, in 25', with (it seems) good holding. But no matter how calm it is here when you arrive, you MUST make sure your anchor is well set, as accelerated gusts funnel through the valley and into the anchorage. Though the wind 'outside' was only 20-25 knots, we clocked gusts as high as 60 knots in the anchorage at Hanavave.

s/v Nakia - October 2009: We spent a couple of hours watching a pair of humpback whales right in the anchorage Thursday morning. At first we thought there was just one big whale which would spout 3-4 times before submerging without fluking. But then Big Momma emerged and we realized that the big whale must be an older calf because mom was huge. She only did a couple of spouts to every two spouting periods of the smaller whale so we didn't get to see as much of her, but she was quite impressive. No one was up yet on the other two boats to see when the calf swam right down the side of Nakia but we were shocked at the sight of the white underside of the whale gliding by beneath the surface of the water! At this point John decided you only live once and grabbed his snorkeling gear to get in the water. He was prudent enough to stay by Nakia and not try to swim out to them, and he was richly rewarded when both of them swam close enough behind Nakia for him to see them go by him.

They exited the bay soon afterwards and we were thrilled to have had an opportunity for such an up close and personal experience.

Another boat gave us a call on the radio to say that the drums we heard on shore meant that a dance rehearsal was in progress and it would be worthwhile for us to go in and watch. So we dropped everything to go ashore with the camera for a wonderful treat. A group of men playing drums of various sizes accompanied (mostly young) men and women rehearsing traditional dances. Even as they laughed at their mistakes, it was thrilling for us to have this first glimpse of local culture being handed down to the next generation.

We returned to the boat to gather up our trade goods determined to "purchase" tapa and tikis. Our friends had told us that only there in Hana Vave would we be able to trade for handicrafts, because people in the larger villages everywhere else wanted cash.

I searched for Teresa, a woman who sold tapa to friends of ours during their visit. At the second "house with a big hedge" I found her and she invited me in to see her work. It was not the same high quality as the woman in Omoa, but Teresa was willing to exchange for it and we began the long process of deciding what it was worth. Unfortunately I don't have what most of the women seem to want which is perfume (full sized preferred), scented lotions, blue or green mascara, and lipstick (not gloss). She ended up choosing two DVDs (her teenage son had a say in those), one old lipstick, one new nail polish (dark blue), and two new tubes of Chapstick (strawberry and cherry flavored).

I have no idea what the actual price of the tapa was but I selected a medium sized turtle on a reddish brown cloth. I wasn't so much interested in the tapa as in the experience of trading for it, especially if we won't have many opportunities for this in other places. I hooked up with John who had made out like a bandit. He walked away with three carved wood tikis in exchange for some old rope. Again, I'm not sure what we'll do with them, but he had a great time making the trade.

A man stopped to ask us for help with his broken laptops. John took a look and found one that booted up with no video (after the daughter had sprayed it with WD-40) and another one that wouldn't respond at all. He reseated a couple of the cable connections of the first one but no luck. The man will have to take them to Papeete for further testing.

On our way back to the dinghy we arranged for a trade of pamplemousse for bonbons with two boys. While John went back to the boat to drop off the tikis and get some water I waited at the wharf for the boys to return with the fruit. When they finally came into view it looked like they were empty handed but they told me to follow them back to the church. I felt like I was connecting with my "dealer" when they pulled the bag of fruit out from behind a corner of the stone wall surrounding the church yard, and it was only then that I realized they had probably not picked these from trees belonging to their families, and that they didn't want to be seen bringing them to me in front of all the people who gathered by the water in the late afternoons to swim and hang out. They didn't recognize the M&Ms I gave them, but once they started eating them they gave me the universal thumbs up sign of approval.

We returned later to a house with wood carvings native to Tahuata. As we watched our friend pulling out his trade goods we realized that the pieces were way out of our "price" range unless we were willing to give up a large bottle of rum (what they all ask for first). Our friend ended up getting the best wood and bone carving for a large bottle of wine, a new pair of \$100 sunglasses, and a \$100 bill. We thought that was a pretty high price to pay, but then the artist wasn't really interested in the wine or the sunglasses in the first place.

The weather has been fabulous with sunny days and cool nights (74 F). After being at sea we don't notice the minimal swell in the anchorage at all, but the weather has also been especially calm after our first day which was very gusty.

4.2 Omoa

The Omoa anchorage is not suitable for overnight. We visited with friends on another boat on a day-trip.

It only took half an hour to motor the three miles, and Etienne set the anchor in sand in nine meters of water. What wind there was came from the west into the bay and pushed the boat back into the swell rolling to the beach instead of holding it out more offshore. But after making sure the boat wasn't going to go anywhere, we took the dinghy to the brand new concrete landing behind a new breakwater at the opposite side of the bay from the old landing where the swell breaks on the steps. Then it was into town for a walk around.

Chantal and Etienne had heard of a restaurant in town so we went off in search of Pension Chez Lionel all the while stopping to chat with the locals. Lionel wasn't set up to serve food without prior arrangements but he sat us down with a bottle of water and had a long chat with Chantal.

On our way back to the boat Chantal hunted down the woman with the key to the museum so we could see their collection of wood carvings. I think I understood that the really valuable things are kept elsewhere but we saw some lovely pieces. People were working on the big grassy area between the museum and the bay preparing for a festival in December.

It had been a long day by now but as we were almost back to the wharf we heard a hammering sound and Chantal went to investigate with us tagging along behind her. At the back of a house a woman was beating bark to make tapa cloth. She had some already out drying and she brought out finished pieces for us to see. Starting at 5,000 CFP (about \$50) and more they were too expensive for us, and besides we didn't have any local currency yet. But Chantal found one she liked enough to buy, and we appreciated having the opportunity to see the work in progress.

We arrived back in Hana Vave in time for a sunset swim, exhausted but happy to have been able to see the much larger village at Omoa.

5 Tahuata

The island of Tahuata is another stop we would recommend. It's only 10 miles from the anchorage at Hiva Oa and is a good day sail to the Bay Hanamoenoa, which has four finger inlets that you can pick to anchor in. We chose the inlet to the north of the main harbor and had it all to ourselves. White sand beach, 20 foot sand anchorage, great snorkeling (even saw a black tip shark). Great stop, but nothing ashore, just palm trees where we anchored.

Jacaranda – Feb 2016: After visiting each of the inhabited islands we are both convinced that Tahuata has some of the best bone carvers in the Marquesas. Try to be in Vaitehu when the Arinui-5 arrives and the artists from Vaitehu and Hapatoni will have their art displayed. The prices are NOT cheap but the workmanship is unique and very high quality. Waiting till you get to Tahiti to buy some Marquesan carvings will cost you much more. Twice a year these artisans travel to Papeete to show their work at the Marquesan art festival. But hopefully they will be on island when you arrive

Jacaranda – July 2015: 3-4 times a year the villages of Tahuata get together in one village for a church council and general festival. If you can find out when this is taking place and what village is hosting it, it

is well worth it. We were invited to Hapatoni during this small festival and had a wonderful time playing petanque (bochi ball) and visiting with the locals

Nakia - 2010: We spent over three weeks in Tahuata last year and left to make sure we could visit Ua Pou. We should have skipped Ua Pou and stayed at Tahuata. *Most of the below info is from Nakia.*

Nemesis - 2010: So far my favourite island in the Marquesas group has been Tahuata. It's a small island just south of Hiva Oa and it has everything going for it - beautiful anchorages, nice people and clear water. Over the past 12 days we have spent 5 nights in different anchorages on Tahuata, using it as a stop off point between Hiva Oa and Fatu Hiva. Each anchorage has been a little different - two of them postcard perfect - Hanamoenoa and one not charted - with white sandy beaches, palm trees and water so clear you can see the bottom in 25 feet of water and no one around but a few other yachts.. The other two - Motopu and Hanatefau - were more rugged, with villages built into the side of the mountain. We went and visited one of the local villages in Hanatefau and were mobbed by a bunch of cheeky local kids, life is good for them they were playing on the beach and handing us mangos they had picked from the trees. The amount of tropical fruit here is astounding, trees everywhere groaning with mangos, pawpaws, coconuts, bananas and Jeff's new favourite - pamplemousse.

The locals love to trade here, rather than buying and selling. Last night as we were spending our last night in Tahuata watching the sun go down and enjoying a cold beer we waved to a passing outrigger canoe with three locals in it. They still use the outrigger canoes and they move, they are sleek and fast, this one especially fast since it had an outboard motor. They came over for a chat and wanted to know if we would like some fresh lobster, they were on their way out to do some lobster collecting - yes please you don't have to ask us twice! For a bottle of rum or whiskey (which runs to \$80 a bottle here in the islands) they came back around 1am and delivered 5 medium sized lobsters. They were doing a roaring trade having supplied 3 other boats in our anchorage and about 10 in the next anchorage along. We are looking forward to enjoying fresh lobster tonight with George and Jane from Venture, we are sailing around Hiva Oa to meet them as I type this.

5.1 Hana Moe Noa

White sand beach, clear water, nice sunset views over the open Pacific. Fruit on shore, but ask permission first. No services, just a copra drying shed on shore.

Jacaranda – August 2015: I visited here 25 years ago and it is still just as wonderful. Our favorite anchorage in the Southern Islands.

There are two guys living in this bay now. One of them, Steven, lives to the north side of the beach and is very friendly. The man living on the south side is not as friendly.

Steven is asking people to not just wander up in his yard and pick fruit!! He found a yachtie the other day carrying a huge bag of fruit off his property without his permission and was very angry. He has even found yachties going into his house uninvited while he was working in his garden.

So if you want to go for a walk stay on the beach or ask permission to go inland. BTW his grandfather is the owner of the property.

Jacaranda – June 2016: Here is another anchorage .5 miles north of Hanamoenoa.

I failed to find out the local name for this anchorage which is big enough for 1-2 boats

Anchorage: 09 53.9632 S / 139 06.0052 W - Sand and scattered rock 25'

Soggy Paws - August 2010: We sailed from the Bay of Virgins on the island of Fatu Hiva to Baie Hanamoenoa on the island of Tahuata. This had been our friends on s/v Nakia's favorite anchorage in all

of the Marquesas. We were ready to get out of the gusty Bay of Virgins and into someplace a little calmer.

We had quite a rousing sail with winds 18-20 on our starboard quarter. The seas were still pretty big, so we were surfing and slewing around a lot. We saw 8.5 knots on the GPS on one really nice wave. We were really happy to see that Hanamoenoa was as nice as Nakia had promised. Beautiful white sand beach, no town ashore, very little swell, and non-gusty winds. The bay also looks directly west, so it's a great place to watch the sun set.

We were so happy to be in a nice calm pretty anchorage, that we really just goofed off for 2 days. We did a little bit of maintenance, and we snorkeled over to the rocks and little reef on the north side of the bay, but mainly we just hung out on the boat. I snorkeled around quite a bit looking among the rocks for cowrie shells, but the surge was really bad, the water clarity so-so, and there were spiny sea urchins around. And then I remembered that we had bought some nice cleaned cowries in the Bay of Virgins for only \$1 apiece. For that price, it isn't worth it to go through all the effort to clean a live animal from a shell.

While we were in Hanamoenoa, the cruise ship/freighter, Ara Nui III, was visiting Tahuata. They came late in the day, probably from Hiva Oa, only 10 miles away, and anchored right off our pretty bay. The next morning early, the Ara Nui picked up anchor and headed south, probably to the tiny village of Hapatoni, which we visited a couple of days later. They were back again in the evening, and again anchored in the same spot off Hanamoenoa. Must be a good anchoring spot!! Fortunately, they anchored far enough offshore that it didn't crowd us at all.

Nakia - July 2009 - Anchor Spot: 09-54.478S / 139-06.252

We've been enjoying our stay here at Hanamoenoa even though the weather has steadily deteriorated a bit. This anchorage is on the leeward side of the island with golden grass on the hills and much drier and warmer air. I woke the first night to the scent of dry grasses instead of the lush foliage of Atuona. In fact when we entered the bay at Atuona at sunset last Friday there was a definite chill in the air, probably from the small river running down the valley into the bay. The warmth here makes for a nice change but our night time cabin temps don't get much below 78 F and we're up to around 84 F during the day. Our first day here was calm and clear but we've had successively cloudier and breezier days, culminating in brief, heavy showers and lots of gusty wind beginning at sunset last night with no sign of letting up this morning.

Which is disappointing because the snorkeling here is fabulous. We definitely need to get a new fish book because, other than a few old friends like the sergeant majors, Moorish idols, golden puffers, parrot fish, and black spiny urchins, everywhere we turn there is a fish we don't recognize. Not to mention all the different kinds of coral, sponges, and what I think must be a sea star that looks like a small throw pillow and comes in at least a couple of color variations. It could be a sponge, but you can just make out the five points on the pillow and the edges are smooth and even, not irregular like a sponge.

Everything is absolutely beautiful, even the duller colored fish. On two of our swims back to the boat from the reefs we've spotted an enormous stingray with maybe a four foot wing span hunkered down on the sandy bottom. We've snorkeled every day, both sides of the bay and it's better than anything we've ever seen. But with the windier and wetter weather the water clarity has dropped and we haven't had as much sunlight through the clouds to help cut through the murk. We're anchored over sand but it must not be very deep over the rock because the anchor hasn't completely buried itself. But even on a somewhat short scope (125' in 25' of water) to avoid scraping our chain on a nearby exposed rock we haven't budged an inch.

We took a long dinghy ride on Saturday to explore the nearby bays. There are a couple of nice blow holes but we didn't find any anchorage that we liked better than this one. We went as far as the village at Vaitahu to check out the landing possibilities there. The large swell makes the shore landing at the launch ramp in the middle of the bay look dicey. Over on the northern side of the bay the swell doesn't seem as extreme at the concrete wharf with steps carved into the side.

Bugs: I mentioned before that we haven't had any problems with bugs yet. It's true we haven't seen anything biting except for a few mosquitoes at the cascade in Fatu Hiva, and a lot of mosquitoes at the ti'i site in Hiva Oa. But everywhere we go we are investigated by some kind of large yellow/orange wasp. They occasionally fly into the cabin and are easily encouraged back outside without getting aggressive.

Other than glimpses of a few goats and even a horse on the ridge, we haven't seen anyone on shore. A small boat stopped to load the copra drying in the building above the beach (that's all it turned out to be), and the scent still lingers in the air as you walk by it. There are a few lime trees accessible but no pamplemousse or bananas.

Mata'irea Late June 2007: This place smells awesome! The hills surrounding this pretty little bay are covered with blooms. Ashore there is a coconut plantation, with lime trees, mango trees, and banana plants. We gathered up at least a hundred limes, a few coconuts and 4 mangoes during our few days here. There is too much swell for the snorkeling to be very good - the visibility is greatly reduced by the churned up sand. And there are schools of nasty little jelly fish.

Tackless II May 2004: Hanamoenoa is a lovely, uninhabited, CALM anchorage on the west side of Île Tahuata. The hills embracing the anchorage are bright green, while at the head of the bay is a white sand beach, backed by waving coconut palms and lime trees. On the ridge above, wild horses are sometimes seen in silhouette. The guide books say this has been called one of the most beautiful anchorages in Polynesia.

The water is warm, clear, blue and home to all sorts of differently-colored and patterned fish. Giant manta rays feed behind the boats every evening, and one morning we saw two four-foot yellowfin tuna chasing a shoal of silver fish only a boat length away! Now that the rain has finally cut itself back to one or two showers a day, it is truly a beautiful place.

5.2 Vaitehu

A nice little village with a couple small groceries. A good tattoo artist lives here as well as an excellent bone carver.

If you're here when the Aranui (the supply/cruise ship) comes in, make sure to go to church with the passengers. The Marquesans put on extra singers for the Aranui and it's pretty cool. The first magazin sells baguettes but get there early (like before 8 AM), or reserve in advance.

Moon Rebel – August 2018: Stern anchor the dinghy at the inshore end of the dock and held well off it; if the Aranui should arrive just get off it completely, their boatmen seemed to consider anything else moored on there as a handy fender.

The road/rack north of the village, up to the big cruxifx/shrine and beyond was a very pleasant walk and offered great views over the bay and across to Hiva Oa.

If you wish to walk the other way, down to the archaeological site in the southern part of the bay, it's a long/steep hike via the road; however, if you walk the seafront road to the southern end of the village, turn left and after perhaps 50-70m on your right hand side (before you reach the first house) you'll see a tiny dirt path – a few concrete steps can be seen further up it – climbing the hill, this meets the road and will save you half the altitude and 2/3 of the distance.

The museum was good and well worth the 300FPF entry charge; ask in the tourist office opposite for the key.

A slow but seemingly solid Vinnispot internet signal could be picked-up close to the post office and having once got onto it there, we could subsequently get it to connect via a small booster antenna on the boat; even better, but perhaps temporary, it was open/free. The bar/restaurant opposite the grocery store also had wifi, though when we enquired (the Aranui was in that day, so that might've made a difference?) they wanted \$9 for a beer, plus another \$5 to use the internet; we declined that kind offer.

Jacaranda – Feb 2016: A new quay is under construction but was halted just as they started due to engineering issues. Do be very careful when landing with your dinghy to make sure you leave room for the local boats to offload passengers. A dinghy stern anchor is must because of the surge.

But it's extremely dangerous now with all the exposed rebar and rough concrete. Especially if there is any kind of a swell, be very careful. During a very large SW swell we ended up anchoring and going down to the south side where we dropped people off on the rocks and I swam out and anchored the dink.

In addition, this bay gets extreme blasts of wind (bullets) coming down the valley. It is not uncommon to get 40+ knots here where in Hana Moe Noa it is maybe only 15-18kts. Keep this in mind when you are anchoring in Vaitehu.

Potable water: There is a spigot on the dock

Trash: There are trash receptacles near the Protestant church about 100 meters from the quay

Nakia – 2009: We spent three nights anchored at Vaitahu, the largest village on Tahuata. It's nice to look at from the boat but the two potential dinghy landings pose their individual problems.

The concrete quay requires a stern anchor with a lot of rode and a long bow line to tie off to a creosote lamp post. (Clean looking water is available from two faucets on the quay.) Or there's a tiny bit of sandy beach where a stream runs into the center of the bay. If you have good dinghy wheels you can make it over some rocks and up the steep cement launch ramp there. Both landings are difficult if there's any swell running into the bay, and good timing is important. We used each method once and, though we didn't have any problems, there are easier places to visit.

The best part of our decision to leave the beautiful beach at Hanamoenoa for Vaitahu on Thursday was the surprising arrival of the Aranui 3 just before sunset. It's a combination cargo/cruise ship and puts the Galapagos cargo rust buckets to shame. Immediately after dropping anchor the two cranes on the foredeck went into action lowering flat boats with twin outboards to ferry cargo to the concrete quay. To our amazement the first item onto a boat was a brand new Toyota Hilux truck. When the barge got to the quay a front loader pressed its shovel down on the barge to hold it steady. A man got in the truck, we could see tail lights go on, and it inched forward out of it's open container. After a few swells went by one of the hard-hat crew shouted at the driver to go for it, and other shouts rose up from the crowd which had gathered on the quay to watch the proceedings (I counted 20 4-wheel drive vehicles which appeared above the quay after the Aranui 3 set its anchor). The truck made it safely to shore and the proud new owner drove it away.

Next we saw a small sport fisher come around the point headed for the ship. It waited until a crane was free and then it hooked up four points of a chain hoist and was lifted up onto the foredeck of the ship! The rest of the evening's cargo was building materials which were unloaded by the front loader and set on the quay. On the ship itself we could see several well-dressed tourists taking photos from the upper balconies, but no one went ashore. The next morning the Aranui 3 was gone.

We went for a walk on shore to see if anyone wanted to do some trading. The only person who approached us was Jean, who was happy to walk us around the yards of his extended family to find some fruit. We really only wanted pamplemousse but he didn't have much that was ripe so he also gave us a couple each of green mangoes, green avocado, oranges, something that looks like a persimmon, bananas, and something that looks like a bright red, shiny little apple which tastes more like a pear. I found out that he is married with two daughters so I brought out my little bag of cosmetics which was all we'd happened to bring with us. He didn't want the little mirror, the mascara, or the nail polish, but he took all three of my sample perfumes (my last ones!), and ran back to his house to get us three drumstick and thigh hunks of frozen chicken (which were too big to be locally raised) and two heads of something like chard, even though we had been protesting well before then that he had already given us enough.

As we made our goodbyes he asked if we would be returning next year, and suggested that perhaps we might like to bring him a bottle of whiskey in exchange for his generosity.

We tried snorkeling the wall by the quay but it was a steep drop off to the deep bottom with not much of interest.

I wanted to leave on Sunday. Well it pays to stay flexible because what should reappear at dawn on Sunday but the Aranui 3! We immediately realized that this time the tourists would likely go ashore for services at the big Catholic church, and that tourists ashore would probably also mean handicrafts displayed for sale. So we kept a sharp eye on the ship's activity and when we saw people lining up on deck to board one of the landing barges at 0730 we threw on our church-going duds and jumped in the dinghy to hurry ashore. John made an expert landing on the beach and we hauled the dink up on the grass above the launch ramp. We blended pretty well into the crowd as they made their way to the church for services at 0800. As per any Catholic service there was an hour and 10 minutes of standing and sitting for both French and Marquesan prayers, readings, and sermon, interspersed with lovely singing by the predominantly female choir. The building itself is unique, built out of old ship's ballast stones with an open air wood ceiling. The rising sun back lit a large stained glass above the altar and I especially enjoyed the flower scented breezes and the sight of the cliffs and trees in the large gaps between the roof and the tops of the walls.

After the service we chatted with a New Zealand couple and a man from Idaho. They were loving the two-week cruise and said that although accommodations were basic, the food was fabulous, and they liked having a fixed itinerary where all shore excursions and activities were included (although obviously the sport fishing expeditions were extra). The only drawback is that their visits to each island are brief and it didn't sound as if they'd had much opportunity for swimming or snorkeling. We followed them to the crafts display but we weren't much interested in what was mostly jewelry. The tourists had mentioned that they were headed to Hapatoni next and, since that's where we'd intended to go too, we hurried back to Nakia to sail two miles along the coast to the next small village.

Nakia – 2009 - Getting Fresh Water: In Vaitehu we put 38 gallons of water into our tank, and loaded another 25 in jugs. We did it by taking a long hose to the quay from the dinghy. John stayed in the dinghy with the filter end of the hose filling the jugs, and I manned the water faucet and tried to hold the dinghy off the rough concrete wall with a stern line. There was a little surge but we managed to get that chore done without incident.

Tackless II May 2004: After a week in Hanamoenoa, we motored the few miles south to the village of Vaitahu, the largest of four villages on the island and there found our first, real Marquesan experience. So near in miles, Vaitahu was extremely different in appearance from Hanamoenoa. Instead of white sand, the shoreline was dark, with rocky, chocolate sands in front of the village and dark cliffs forming

the sides. The water, too, was dark, thanks to a bottom that drops away sharply from the anchoring shelf. On all three sides, the terrain above was precipitous but green, grasses on the flanks, trees in the ravines. We saw goats scattered across the hillside, notched into crevices. Above all this the island's peak thrust up into ever-present cloud.

We were one of three boats in the anchorage. We all got ashore by taking T2's dinghy to the stone quay and anchoring it off bow and stern. From the quay it was an easy walk to the village center built on the small bit of flat land behind the beach. The town's centerpiece is its large, somewhat modern church, built in a hexagonal (octagonal? I didn't count) plan with river stones and wood with a lovely stained glass window of the Mary and the infant Jesus above.

As lovely as the church was, it wasn't what motivated us to come here. What actually motivated us to come initially was curiosity about its tattoo artist. The Marquesans were once known for their all-over body tattoos, although it (like cannibalism) died out under church repression. However (unlike cannibalism) tattoo artistry is experiencing a big comeback, probably thanks to its comeback in the western world. Almost all the men and even a lot of the women we've seen in the Marquesas have some kind of tattoos. Most of the men's tattoos seem to follow the traditional designs, taking up great spaces on arms, back or legs, while a lot of the women have tattooed ornamentation just under their ears!

5.3 Hapatoni/Hana Tefau

Anchor at Hana Tefau in 50 ft, clear sand. There's no landing here, but you can dinghy .5-.75 nm South to Hapatoni where you can land in the harbor. Excellent carvers here.

Nakia's Anchor Position: 09-57.744S 139-07.110W

Jacaranda – July 2015: They have a concrete boat basin now with a safe and easy way to tie your dinghy up and obtain water on the dock. Big improvement over years past where we had to anchor the dink and swim in. There is a number of excellent wood & bone carvers in this Village.

Nakia's anchor position (below the cliffs on the N side of the bay) was surprising calm with no wind gusts yet in Vaitehu the bullets were roaring down at 40+ knots. We hardly moved from our initial anchor spot and occasionally we could feel a light zephyr that would turn the boat one way or another. There is a waterfall on the cliffs very close to where we anchored. We could hear it but could not see it because of the dense vegetation. One morning we had a pod of 20 dolphins swimming around the boat for more than an hour.

We have snorkeled most of the anchorage (in May vis was 80') and found that if you anchor 40' or deeper you will be away from any rocks/rubble on the bottom. Anchored up in the corner provided the best protection from any wind gusts.

Be sure to leave lots of room between your neighbors, as the currents can be strong in here and we have been surprised by how close we got to boats we thought we were anchored with plenty of distance. With little wind boats seem to lay in different directions with the current.

Soggy Paws - August 2010: Our final day in Tahuata, we motored about 7 miles south from Hanamoenoa (no wind at all in the lee of the island) to the tiny village of Hapatoni, where our friends on Nakia had told us there were some great wood carvers, and a pretty little town.

We spent a nice day walking around Hapatoni... stopping to see the wood carvers in their building by the water, strolling down the ancient 'boulevard' shaded by giant trees (from pre-European times), and hiking up to the cross on the hill overlooking our anchorage. We got a stunning picture of our boat anchored in the bay below.

The mangos were all getting ripe at once in Hapatoni, and there were fermenting mangoes on the ground under every tree. But the trees were so high that it was difficult to find even a newly-dropped one that wasn't smashed by its flight to the ground. We did manage to collect about 6 or 8 that weren't too mushy.

We left here at sunset for an easy overnight to Nuku Hiva.

Nakia - 2009: The Aranui will spend Sunday morning (not every Sunday, just one every three weeks) in Vaitehu and then move over to Hapatoni. Follow them over after church and the villagers at Hapatoni will have all their crafts out on display.

You can walk the dirt roads here all the way back to Vaitehu and South over the ridge to great views of the weather side of the island. As you walk on the road above the Hanatefau anchorage there are a lot of banana plants which you can take after asking in Hapatoni (look for Rose, she lives in one of the first house on the right as you walk up from the harbor; her husband, Frederick, is a first class wood carver).

Nice snorkeling around the rock back in the anchorage with lots of cowries.

Hiking: (s/v Nakia): Yesterday morning we took a three hour round trip hike on the rocky dirt road between Hapatoni and Vaitahu. We got as far as a ridge to the north of our anchorage from which we could see the descent down into the valley to Vaitahu. It was nice to get out and stretch our legs and we enjoyed looking at all the trees and plants, and a very few birds (including wild chickens). For this shore excursion we took the dinghy to the boulder beach and set it out with a stern anchor. We thought it was going to be a difficult landing but somehow everything went well and no one got soaked or hurt, which always makes for a successful trip.

We took another hike, this time up the switchback road out the south end of the village. This is an early morning hike because the sun hits that end of the village first and it's straight up all the way to the top of the ridge (which itself reminded us of Na Pali on Kauai). The view from the ridge is of a few buildings on a grassy slope in an unprotected bay, with Fatu Hiva off in the distance. We could see a sailboat sailing way off in the distance about half way between the two islands. We felt the heat already beginning to radiate from the grasses and rocks on the return trip, and we were happy to be headed back downhill. This road is lined with banana and papaya plants just like the road to Vaitahu, but is less forested and not as shady.

On our way back down the hill into the village we were approached by a teenage boy carrying a big shopping bag of pamplemousse. He turned out to be Giovanni, Rose's son, and we assume the fruit was an exchange for our "gifts."

Snorkeling & Sea Life: (s/v Nakia) When we first got in the water to snorkel it seemed very boring until we found the big rock. This proved very interesting with many fish and urchins. John always goes in for a closer look than I do and when he finally figured out where to look for cowries, we started seeing them everywhere. It's like an Easter egg hunt and makes things more interesting. He's only been able to find one empty shell intact (at Hanamoenoa), and we still can't bring ourselves to take a live one.

I spotted a small octopus, but only because I saw it free swimming before it plastered itself against the rock and became nearly invisible. Yesterday John pointed out a stone fish glued under a ledge, looking just like part of the rock. He reminded me to be very careful where I put my hands if I want to hold on to the rock anywhere (As if! I try to make a point of not touching anything!).

Minutes later he motioned me over to see our first ever lion fish, one of the most poisonous spiny reef fish. Boy, that got my adrenalin going. It too was hiding under a ledge, but when we made a later pass of the area it had swum out, still against the rock, and was in its head down, spines pointed out towards us,

defense posture. It clearly didn't like us being in the area and we were happy to leave it alone. We continue to be surprised by new and colorful reef fish, and there's even a small sea turtle popping up in the anchorage occasionally.

We had another good snorkel on Thursday and saw two small lion fish in addition to the big one hanging out along the same rock ledge where we first saw him. The sky was nice and clear for a change so everything was in sunlight, though the water clarity was a bit murkier than before. Friday was very windy and a small group of spinner dolphins came into the bay and hung out in the anchorage. They spent another day with us yesterday and, since we stayed on the boat all day, we had lots of opportunities to catch sight of them leaping out of the water and spinning in the air. What a treat!

Another afternoon we saw our first shark, a 3' black-tip, on our swim from the boat (anchored in 55') to a great snorkeling rock close to shore (where we saw yet another new to us kind of fish!). This morning the dolphins were back in the anchorage where they've been all day. I got a closer look at them and they have white tips on their noses and are speckled so now I think they must be spotted dolphins, although they do a lot of acrobatics similar to their cousins, the spinning dolphins. There seem to be lots of babies, so I wonder if this isn't a nursery of sorts for them.

Manta Rays: This morning, Linda noticed a couple of rays swimming around the boat. They seemed bigger than the rays we used to see in Mexico but it was hard to tell. After 10 minutes of trying to get a good look at them from the deck I decided I should just get in the water to watch them. I slipped quietly in and hid behind the rudder to keep from scaring them away and after a minute or so it was clear they couldn't care less about me so I swam over and had a great show; three 4-6 ft Manta rays swimming slowly around in circles feeding. I signaled the 'all clear' to Linda and before long we were both taking in the show. One manta even had a couple of remora fish clinging to its underside near the tail.

Handicrafts: The work here is quite different, with not only wood carving but also bone, and combinations of wood and sword fish bills. They are also noted for combination wood and stone carvings, but we saw none of these on display. The work is all very similar, but one young man's items stood out from the rest and we asked his name and the location of his house in order to pay him a visit the next day (Mark).

5.4 Ivaiva Nui / Ivaiva Iti

Jacaranda – June 2016: Nakia has the wrong name for this Bay. It's a two lobe bay and the south bay is called Ivaiva Nui but where Nakia anchored is called Ivaiva Iti.

This is a small bay .3m south of Hanamoenoa. Lovely anchorage if you do not want the crowd of Hanamoenoa. Room for 2-3 boats with lots of space. The man that lives in this cove is Patrick.

Anchorage Position: 09 54.7S / 139 06.4W - Sand bottom 25'

You can certainly move further into the bay if you wish.

Nakia – 2009: We sailed over to Ivaiva Nui anchorage on Tahuata, arriving just at sunset. This is a pretty little anchorage with a private home and neat farm above the sandy beach. It doesn't get much protection from the swell though, which has been higher than when we first arrived, so yesterday we sailed back to our favorite Tahuata anchorage at Hana Tefau.

Nakia's Anchor Position: 09-54.752S / 139-06.476W

5.5 Hanameneni Bay

Jacaranda – Mar 2016: Located on the north coast, this small bay is a short jump from Atuona. If the weather conditions are right it is a pleasant stop and the beach is a favorite of locals during the weekend.

There is a big circle of sand which we were lucky enough to find.

Anchor spot: 09 53.586 S / 139 04.931 W in 27' sand

Beware if you anchor further west than this you may lay in rubble with some rocky/coral heads. Best to dive your anchor to make sure you won't snag a bommie.

6 Ua Huka

Jacaranda – Oct 2015: We had been wanting to visit Ua Huka earlier in the season but the winds were not favorable (from the southerly quadrant) and we had heard stories of other cruisers who had been there when the anchorages were untenable or shore access difficult or impossible, so we waited for a northerly forecast later on in the season.

We departed Anaho (10-15) at the end of Oct. in light NE breeze which went around to the E as we closed the island finally settling into ESE as we got within a mile of the anchorage. 3 swells were evident on our trip over (NW, S and SW).

6.1 Hane Bay

Moon Rebel – August 2018: We didn't actually go there, but whilst at the Marie in Viapae we saw Architects drawings on display which detailed a new dock with a partial breakwater at its end that's proposed, or perhaps already in-build for the NW corner of Hane Bay. When or even if it's going to happen I've no idea, but I suspect it'll be better than what Ua Huka's currently got for unloading supplies and Aranui passengers and may explain why the museum/carvers of Vaipae seem to have moved to that end of the island.

Jacaranda – Oct 2015: We anchored in Vaipae Bay and took a land tour to visit Hane Bay. It has a small museum with some old canoes and a craft store.

Mata'irea early July 2007: We had plenty of moonlight to see our way in at 0230, but the buoy at the mouth of the bay that was supposed to have a light on it was dark. "Turn to port!" I shouted as we skimmed past it. We seem to be fatally attracted to buoys, whether it is daylight or midnight. Our anchor wouldn't take a good bite into the bottom, so Sten set the chart plotter's anchor alarm function before bedding down in the cockpit to keep anchor watch. This morning, still not comfortable with our anchor set, with a heavy swell rolling into the bay, we left right after breakfast to see if any of the other bays appealed to us.

We checked the other harbors on Ua Huka, but the swell was slamming into both of them, so we decided to continue onto Nuka Hiva. Along the south coast of Ua Huka, we saw people gathering sooty tern eggs, a local delicacy. We could also see the devastation caused by the huge herds of horses and goats - they outnumber people 10-1 on Ua Huka and have denuded the landscape. We also enjoyed having some very chatty birds swoop by to check us out. However, they were too interested in our fishing lures, so Sten had to haul them in before we caught a bird.

6.2 Vaipae Bay

Moon Rebel – August 2018: We arrived after 18 hours of winds <10 knots (couldn't make Nuku Hiva in daylight) and the entrance was still 'a bit lumpy'. The following day when it was blowing 14-16 knots from just south of east, we twice saw yachts approach, prepare/start to enter and then turn away and depart. It seemed rather odd until we left in similar conditions and discovered that whilst it remained fine inside, the entrance was dog-rough--if we'd arrived to find it like that, we too would've no doubt gone elsewhere; so do not be deterred!

I wouldn't advocate visiting in heavy weather, particularly if big seas are running from well south of east, but the entrance/whole bay is deceiving. With steep 1.8m/6' seas at the entrance, these were down to 0.6m/2' waves halfway into the bay and by the time you reached the point where the bay narrows/kinks slightly west, I doubt they were more than .10m/4" high – It looks to be a straight run in, so where they go or what happens to them? I've no idea, but the entrance is no indicator of conditions inside the anchorage itself.

We **anchored** in 3.6m/12'+tide to the west of the small fishing boat moorings using a single anchor – little roll or swell @ 08-56.360S / 139-34.434W, the holding was excellent in thick/stiff mud and whilst the wind was invariably blowing from seaward/a lee shore, as with the seas it didn't appear to 'blow home' so we never felt threatened or concerned; there's space for perhaps three or four boats single anchored, more if you're shallow drafted.

The concrete dock and boat ramp seemed to be a bit rough and busy, so we landed our dinghy on the beach just after high tide, if the tide's rising then you'd do better to take it up into the river (NE corner) and land near/beyond the bridge as the tide comes right to the sea wall. In either case, row or at least take some oars for the last bit as it's very shallow from quite a long way out. There are water taps at the south end of the dock, but we never tried/tasted the water, I didn't notice any trash bins there, but again we weren't really looking for/expecting any.

The village is a mile's very pleasant and relatively flat walk up the valley, we found three grocery stores there and as ever, the furthest away, at the north end of the village seemed to be the best stocked and had a small automotive/hardware department too; it definitely had the coldest beer! Bread's available at all three available, but as ever, you'll need to pre-order or get there early if you want any.

The museum and woodcarving workshop beneath the post office have both closed and we were told 'moved to Hokato' at the east end of the island; whilst we didn't particularly look, we didn't see any other carving workshops, or signs to such either, perhaps they've all gone east?

THE CHURCH is on the left hand side as you're approaching the village and it alone makes a stop at Vaipae worthwhile: Your typical colonial/tropical simple church, with a small tower/spire and a red wiggly-tin roof, but the decoration – Wow! The main entrance doors are flanked by two life-sized wooden 'saints' – one looks a bit like Desperate Dan? - and a couple more inside, along with carved wooden wall plaques, fonts, pulpits, chairs etc. I'm not big on churches, but even I made a second visit on our way back to the anchorage. Don't miss the giant pestle – open the door at the bottom to reveal an intricately carved nativity scene inside.

The Tapora supply ship arrived whilst we were there (that's why the quay was so busy!) but it anchored way out at the entrance and the delivery barges motored in/out down the east side of the bay through the moorings, so no disturbance.

Jacaranda – Oct 2015: We spent 4 nights in Vaipae and found the anchorage rolly with a swell always coming in. Windy during the day with onshore breezes being sucked into the bay as the land heated up. Wind outside was supposed to be E to ENE. Swell was large 2+m from the N with an easterly swell too.

Covered in Charlie's Charts, Joe Russell Guide to the Marquesas and the newer guidebook Guide to Navigation and Tourism in French Polynesia.

Entrance waypoint 08-56'57S / 139-34'23W

Anchorage: Coming into the bay we noticed how much calmer it was the further in the bay we went (but calm is relative here). Outside wind was forecast to be E 10 and we saw gusts of 18+ while at anchor in this bay.

At first we anchored just in front of the moored fishing boats closer to the east side but after very slowly dragging our 22lb Danforth stern hook twice (once with 250' of scope in 15' of water) we then switched to a Fortress 37 (set on the mud setting) on a crazy long scope and slowly dragged 2X over the course of the night. At 4am with an offshore rain squall we had a local small fishing boat drag down on us dragging his 50' of chain plus 50' of 1" rode and anchor. Haha what next.... Just before daylight the bow anchor slipped about 30' in another squall so as soon as it was light we moved 100m further out of the

bay. Anchoring a second time in about 22' both hooks stuck immediately and held us firm the rest of our stay. The bottom appeared to be soft sand and mud. But it was considerably rougher in the second location than further in the bay.

Our friends on Maluhia (cat) anchored at 08-56'41S 139-34'37W (resting position between bow & stern anchors) about 50m further out from our initial anchored spot and had no trouble with slipping.

Because of the narrowness of the anchorage we moved about 50m further out from Maluhia and ended up at 08-56'42S 139-34'34W.

We think the reason this inner anchorage is so slippery are two-fold. A river flows into this area bringing run off, and the recent tsunami a month earlier may have really churned up the bottom.

There is a bollard on either side of the narrow fjord-like bay where the supply ships tie up. Be sure to ask when the supply ships come in as you may have to move depending on your location

Water: There is a water spigot with hose on the quay. Locals said it was not potable.

Dinghy: We were fortunate that Maluhia offered us rides back and forth (leaving our dink on deck) and we dragged their dink (with wheels) up the launch ramp each time we went ashore. The other option is to use a stern hook and anchor the dinghy off the quay but the swells do sweep in there and the dink would be beam on to the afternoon sea breeze. The beach and small river mouth would completely disappear at high tide.

There is some small boat traffic especially at night as the fishing boats return with their catch, so be sure to have an anchor light on.

As the guidebooks state, the small village of 150 people is about a mile up the road from the anchorage. We found 3 stores with ok provisioning. The bakery is the red house on the right further up the road and you may have to order bread a day in advance (baguettes, demi-baguettes, and large loaves). The second day we went in they had plenty on the shelves.

The church is small but beautiful. Many hand carved wooden sculptures done by a local artist and his family. The Sunday service with the choir was very enjoyable and we highly recommend it. Church service starts at 8am. Even if you can't make a Sunday service be sure to go into the church to look at the carvings.

There is a large community building near the beach across the river and next to the soccer fields that has lunch available on Saturday and possibly Sundays. For \$1000 CFP we received a huge dish of chow mein and chicken. Easily enough for 2 people. Many of the locals were there playing bingo. So if you are feeling lucky....

Another plus about the village is the museum. It is small but terrific - lots of original items, a shell collection, replica of a house. One of the best we have seen in the Marquesas. Don't miss it if you are here.

We wanted to see the botanical gardens (the best chance to see the rare lorikeet which we did; you can also pick some citrus fruit) and other parts of the island and stopped into the Pension Alexis where the owner's daughter-in-law offered to give us a tour (\$120 for 4 hours). We were able to see the interior of the island plus visited the villages of Hane and Hokatu. There were 4 of us so the cost was \$30 each.

6.3 Hokatu

Jacaranda – Oct 2015: We thought we might move over to Hokatu from Vaipae after viewing it on GE. But after seeing it from our land tour and speaking with a few locals we decided to give it a miss. One of

the women from Hokatu said she only remembered 1 boat ever stopping there about 10 years ago. It is small, rough and the bottom appeared (from the hill above) to be sand and much rock. It looked like it might be difficult to get a shore in a dinghy.

There is a nice artisan shop and a small museum that has photos and plaster casts of local petroglyphs.

6.4 Haavei

Jacaranda – Oct 2015: Located on the SW corner of Ua Huka this small bay with a sandy beach is mentioned in Charlie's Charts.

Anchorage: 08-56'58S 139-35'72W Depth 23'

Bottom: Linda dove on the anchor and reported sandy spots interspersed with sand covering rockpan. Be sure you back down hard on your anchor. The wind seems to wrap around and come straight into the beach during the day but when we were there it shifted to offshore at night. Another cruiser reported strong bullets (35kt gusts) while they were anchored here

There was a swell coming into the anchorage which made it roly. When the wind died we lay beam on. A flopper stopper would be helpful.

Linda snorkeled the east wall with Kim from Maluhia and reported murky, surgy, poor conditions.

There are 2 islands (Hemeni and Teuaua) 6 mile SSE of the anchorage called "Bird Islands" that are home to tens of thousands of sea birds (terns). Early morning and late evening the skies are full of birds circling these islands. The next day when departing we sailed very close to the two islands to look at the birds. When rounding the corner of the smaller awash rocks at the western end of these islands we encountered 25-30 manta rays feeding on the surface.

We did not go ashore to explore the valley and left the next morning for Bay Vaipae.

7 Ua Pou

Driving between Hakahau and Hakahetau: (Tackless II): We got a chance to ride in the back of a pickup on the road between Hakahau and Although Ua Pou is only ten miles long and seven miles wide and the distance between the two towns as the crow flies is barely three miles, the drive took at least an hour on the squiggly dirt road that followed the coastline. From our seats in the back of the pickup truck, which the four of us shared with three youngsters, we enjoyed spectacular views of Ua Pou's spine of spires on the one hand and the coves of its rugged coastline on the other. On either side of the road we often passed wild horses grazing. Our host was a good guide, stopping the truck at particularly scenic overlooks for photo ops. We wondered among ourselves what the cost in diesel (most vehicles here seem to run on diesel) was to haul four extra full-frown Americans over and back.

7.1 Hakahau Bay

Moon Rebel – August 2018: If you spot all the rock pinnacles cloud-free, then take a photograph immediately, it could be quite a while before you see them all again!

The bay provides good holding in 4m/15' and generally gets NE winds irrespective of the wind direction outside; whenever the winds were stronger they also became gusty within the anchorage. Strangely, once you went ashore and got 100m back from the sea front there was usually barely a breath of wind, irrespective of the winds out in the anchorage. Try to get a spot to the east of the breakwater's end and deploy a second/stern anchor to point your bow into the seas/swell, there's probably space in the area between the quay/local moorings and the breakwater-end for a half dozen boats to twin-anchor. If the anchorage is busy and you have to anchor further to the west, then beware of a drainage outfall/ruined quay, which runs out at right-angles from the beach-breakwater just to the east of the single storey, green roofed building on the seafront right in the middle of the bay; I've no idea how far below the surface it is, but it extends a good 50m from shore and is clearly visible from the overlook at the crucifix..

Dinghy landing's either on the beach, or in a very well sheltered corner at the east end of the quay on its north side – few barnacles and no lip to float underneath, avoid the ladders on the main quay's south side, it's nearer to the anchorage, but has both. There're water taps here too and as in Nuku Hiva several people advised that the water wasn't potable, but having seen the locals drink it – and feed it to their kids – we decided it couldn't be too bad and used it ourselves without any ill effects. There are public taps located near the Library/Craft-market area just west of the post office, this is 'officially' designated as potable, but it's a long way to haul it and it didn't taste any better/different to us.

The Library is also the place for **internet** too, you need to spend FPF500 on the stationary supplies which they sell after which they'll give you a wifi code to use, I've no idea how long it's good for, but we're into the third week with ours. The Library was open (as best we recall) from 09:00-11:30 & 15:00-16:00 Monday to Friday; you can pick up the signal from outside (take mossie spray) and it transmits during lunchtime and often into the early evening, but shuts down at weekends and during the night. We could 'see' a Vinnispot signal from the anchorage using a small booster antenna, but couldn't get a connection to it from either there or right beside the post office antenna?

Provisions: Ever since we've been in the Marquesas we have had other Cruisers advise that Ua Pou's better than Nuku Hiva for provisioning before heading on to the Tuamotus, we disagree; it's OK here but we thought choice, quality and availability, particularly for fresh produce were far better in Nuku Hiva and Hiva Oa. Walking into town from the quay/beach, if you take the first turning to the left (between the school and the football field) and walk perhaps 300m there's a cafe/boulangerie on the left, it even has fresh baguettes on Sunday morning if you're there before 08:00; continue for another 2-300m and

there's a reasonable grocery store with some hardware too on the right hand side of the same road. If you take the second turning left (after the soccer field) and walk perhaps ½ mile up there, you'll find a grocery/hardware store on the left just before the church and the biggest grocery store (Maricel's) on the left, just after the church ; Maricel's does not close at lunchtime and opens on Sundays too. If you continue for another 2-300m there's a third on the right hand side of the road, as ever, this one, is the furthest from the dinghy dock, but stocks the coldest beer! There were very occasionally fresh fruit & veggies being sold in the area of the post office and also near the craft market but we felt the quality and choice was much poorer than we'd found in Nuku Hiva.

Walking: The road footpath up to the crucifix on the east side of the bay isn't as far/high as it looks, an easy 30 minute walk will get you there and the views are great. We never managed to find a footpath which reached the rock pinnacles and none of the locals we enquired of could direct us to one either. The road south past the church/sportsground, then turning SW through Hitika is a nice walk, but won't get you there, similarly taking the road west towards the airport and then walking along the ridge offers great views, but doesn't get you there either. We later walked up the road/track heading S/SW from the west end of town, this goes far further than indicated on Maps.me or Google, eventually finishing in a banana plantation with fantastic views over the bay (allow two hours up and one back) and I estimate – the cloud would come down, so couldn't see – that we were perhaps 1km short and 2-300m below the pinnacles; no track, but if you backtrack 200m from the overlook, there's a stream-gorge that looks a safer bush-whack and would probably get you there in another half hour.

Jacaranda – August 2015: Dinghy Landing: They are building a new wharf off the breakwater for the supply ships and hence the previous dinghy tie up spot is covered with huge pipes and not accessible. There is a set of steps in the little harbor that you could use with a stern hook but we chose to take the dinghy ashore in front of the canoe club. We felt that we might be in the way of the local boats tied to the steps. It is an easy row into the beach of maybe 50 meters.

The harbor could be entered at night as the end of the jetty has a red light visible to seaward. There is plenty of room to come around the breakwater and anchor on a single hook for the night and then sort out a bow and stern anchor spot in daylight. End of Jetty is 09 21.426S 140 02.843W Turning waypoint 100m off end of jetty 09 21.437S 140 02.895W Both waypoints confirmed via Google earth and our track line using OpenCPN.

Anchor waypoint: Where the boat rests at anchor(bow & stern) not where we dropped the hook 09 21.518S 140 02.798W 3m at low water. Excellent holding in sand bottom. If you anchor any closer to the dock than this you will have to move when the Arauni comes in! There are a couple red mooring balls that some small local boats use and that pushes everyone further into the harbor away from the main wharf.

Provisioning: is excellent and even better than Autouna. The store just beyond the church on the left as you walk towards the soccer field is very well stocked. There is a bakery selling bread and crosaints. Also just up the street from the bakery is a frenchman named Claude who also makes loaves of bread that are double baked. They are thick crust and last much longer than the baguettes. From the bakery walk up the street away from the water maybe 100yds on the same side of the street. You will see a house with a bunch of machinery under a covered roof. Looks like a mechanics shop from the road. Claude is an ex baker but also is the local repair guy for AC, refrigeration and general car repairs.

Internet: No Manaspot available in the harbor. Hotspot-WDG has a strong signal in the harbor. The bakery/cafe has free wifi and there is free wifi in the tiny library. But its all terribly slow

Island Tours: There is a small Pension on the hill 100m walk above the harbor run by a French man named Jerome. We took a tour with him yesterday and found it very good and can recommend him. He charges by the car so the more people you have with you the less it costs individually.

Water: Not Potable. Taps available on or near dock and beach shower available in front of the canoe club.

Nakia – September 2009: The forecast looked good on Tuesday, September 22 for the sail to Ua Pou, 25 miles away, and after motoring to clear Nuku Hiva we were able to sail the rest of the way to Hakahau Bay, arriving in time for an afternoon swim to the sandy little beach and a walk on the quay.

After the rough ocean waters between the islands, and the horrible wind chop in Taiohae, we were thrilled with the quiet, protected, little harbor.

We set a stern anchor to keep us in position just off the south end of the quay in about 10' of water. Two sailboats were stern-tied to the quay when we arrived which also looked inviting (the Aranui wasn't due to arrive for another week) and, as it turned out, we had to move there for our last two nights because of the outrigger-canoe races on Saturday.

Nakia Anchor Spot: 09-21.512S / 140-02.804W

Other than one visit to the village, we kicked back on the boat and read a lot during our stay. We would have left earlier but then we saw preparations for what we thought looked to be a big event, and decided to stay when we learned that island teams would be competing to see who would represent the Marquesas in the big Hawaiki Nui outrigger-canoe race in November. It was fun to be stern-tied to the quay to watch the starts and finishes of the two races (morning and afternoon) out to neighboring bays, but we never did figure out why the locals bothered setting up three tents which went unused the entire weekend. And the crowd reaction was very low key with no honking of horns even though the quay and breakwater were both lined with trucks. Maybe it was a given that Ua Pou would be the hands down winner, so people didn't bother getting too excited.

From Tackless II (2004) (who didn't anchor there): The main town, Hakahau is the third-largest village in the Marquesas, and on our quick drive through seemed to have a number of stores and several places to eat. Michael and Mary had a memorable meal with friends at "the house up on the hill". That's how it was described to them by the gendarme, but with a little detective work in the Lonely Planet Guide, we deduce it was the Pension Pukuéé. You walk up in the morning and discuss what you would like to eat and return in the evening to have what sounds like a gourmet feast! Hakahau also has a reputation for particularly fine cavers (in wood, stone and coconut shell) and other cruisers stumbled on a memorable dance presentation put on for the freighter/cruise ship Aranui when it comes to town.

7.2 Hakahetau

Nakia 2009: We spent one truly awful night in Hakahetau which even the rocker stopper wasn't up to (and with no possibility of a shore landing due to the swell), before we moved to Vaiehu for our last few nights at Ua Pou.

Nakia Anchor Spot: 09-21.444S / 140-06.294W

Tackless II (2004): We bypassed the main town of Hakahau to continue around the north side to the small town of Hakehetau to join up with our friends, who had started the Sunday off by going ashore to attend the local church service. There, despite having no language in common, they were befriended by a local couple, so that by the time we got our anchor down, they had a whole schedule lined up for the four of us.

It seemed that the couple's daughter had to return to school in Hakahau (after the primary grades, the kids from small towns and small islands have to live in during the week to continue their schooling), and we were invited to make the drive with them to drop her off after the weekend. Although Ua Pou is only ten miles long and seven miles wide and the distance between the two towns as the crow flies is barely three miles, the drive took at least an hour on the squiggly dirt road that followed the coastline. From our seats in the back of the pickup truck, which the four of us shared with three youngsters, we enjoyed spectacular views of Ua Pou's spine of spires on the one hand and the coves of its rugged coastline on the other. On either side of the road we often passed wild horses grazing. Our host was a good guide, stopping the truck at particularly scenic overlooks for photo ops. We wondered among ourselves what the cost in diesel (most vehicles here seem to run on diesel) was to haul four extra full-frown Americans over and back. (Before we left Ua Pou we gave Job a length of line he'd been wanting to anchor his fishing canoe.)

Our second arranged activity seems to have gotten a little lost in the translation. Etienne Hokaupoko, a schoolteacher, resident and one-time mayor of Hakahetau has through the years cultivated visits to his town by cruising sailors. With a house in the village where his son lives, while he and his wife live on a hillside out of town, Etienne often delegates his son to invite cruisers to his house for a meal.

At eleven o'clock, Etienne showed up in his dilapidated truck to pick us up, at which time we learned we were not the only guests. Also waiting was a young couple (German and Australian) and their baby (born in Trinidad) from a tiny Australian-flagged boat. To our chagrin, there was no sign of Mike and Mary nor of the father-son pair on the fourth boat in the harbor who had also been invited, although had everyone shown up, I can't imagine how we would have fit in Etienne truck!

Having no idea what to expect, we arrived back up at Etienne's hillside home to find a picnic table set in the back yard and the BBQ grill burning hot. Although this "new" house (one of the many built by the French government) had a small inside kitchen, Etienne and his wife Yvonne preferred to cook in a separate cooking shack in the back garden. Yvonne had set out bowls full of poisson cru, rice, fried banana, and poi. In addition, there was a bowl of boiled potatoes, plantain, and on the grill thin steaks of New Zealand beef and hamburgers! Wow! Etienne stopped Don from ladling out a big spoonful of poi onto his plate, warning him he probably wouldn't like it. Marquesans, he told us, as he filled our glasses with home-made guava juice, couldn't imagine a meal without the filling starch, but he was absolutely right. To the rest of us the poi tasted pretty much like glue. The rest of the food was terrific.

To invite into your home such a mixed bag of unknown people, with three or four different languages to boot, makes for an unusual kind of hobby, which is really what I think it is for Etienne! He has been doing it for so long, it almost seemed like a routine. When we would ask him questions about himself, Etienne would refer us to his "Wednesday evening potluck" at which he does some kind of show. Unfortunately, we wouldn't be staying that long, so we never heard his story. After the meal I had a chance to chat in French with Yvonne who, although she speaks no English, seems to take Etienne's group dinners in stride. Since I was the only guest who spoke French, I really enjoyed being able to learn more about their lives, their children and grandchildren.

7.3 Vaiehu

Our first night there was perfect but then a larger than normal swell rolled in from somewhere out in the ocean and we lost both water clarity and peace. Without being able to swim or go ashore there wasn't much to do but read, cook, and make a weather cloth.

Nakia Anchor Spot: 09-23.212S / 140-07.696W

8 Nuku Hiva (Airport, Customs)

8.1 The South Coast

8.1.1 Taiohae

Baie De Taiohae, the main port for the Marquesas, offers most services. There is no marina, but you can pull up to the city pier to get fuel and water with a Bahamian Moor (although apparently quite sketchy with a swell). The anchorage is huge and open with depths around 30 feet in sand.

The town has a few larger grocery stores, but they are not too different from what you will find in Hiva Oa, with the exception of more bread in the morning (they even had loafs of bread!). There is a very nice restaurant up by the hotel on the west side of the anchorage with a bar that serves happy hour drinks over looking their infinity pool and the anchorage. Dinners are \$20 each though.

There are several internet spots available, though when all the cruisers are in, the internet gets really really slow.

Jacaranda – September 2018 – Leaving the Boat for An Extended Time: A number of boats have left their boats under the watchful eye of Kevin at Nuka Hiva Yacht Services. We have received reports from 3 boats that left their boat for extended periods of time on anchor that have returned to find their anchor chain reduced in size. Since the bottom is all mud I am assuming that there is some electrolysis in the harbor. Three boats I spoke with had to replace their chains when they arrived in Papeete. My suggestion is, if you want to leave the boat for a long period of time (5-6 months), then order a length of chain from Tahiti and have it sent up by ship. This will save your good anchor chain from being eaten up. There are NO galvanizing services in FP.

Moon Rebel – August 2018: There are several signs posted advising that the eastern 1/3 of the bay's a 'No Anchoring' zone, though provided that you stayed well clear of the Grande Quay where the supply/cruise ships dock, no one seemed to bother. The holding was excellent, but give yourself and everyone else plenty of room if you're single anchored as in light winds it comes from all directions and the yachts circle. Even with the winds/seas outside coming from slightly north of east, we still rolled a little and when they got well south of east we deployed a stern anchor which helped (a bit anyway). There's loads of space, so dig in one and see how you feel after the first night.

General opinion amongst the cruising fleet was that the water available at the taps on the quay was 'not potable' though I noticed that both the long-term/semi-permanent yachts filled their jerry jugs there and the locals appeared happy enough to drink from them too, so we used it to fill our tanks without any ill effects and it tasted fine too; no guarantees, so try it and make your own decision.

Most items have been already covered by others, but I'd like to give a plug for Kevin @ Nuku Hiva Yacht Services, he ultimately couldn't get the parts to fix our fridge, but he certainly tried hard and didn't charge us for his efforts; a great source of local knowledge with premises right on the quay. As ever with the Marquesas, our preferred grocery store (the coldest beer) was the furthest from the dinghy dock; Celine's at the far west end of the town. The Vinnispot internet service worked out on the boat (small booster) but for the most part we got our internet from Henri's Vaeaki Cafe, on the quay for the price of a coffee.

We took a couple of great walks from the village, both an easy 2-3 hour return even on a daily training regime of twenty cigarettes and a six pack:

Waterfall, visible to the north of the anchorage: Walk to the western end of the town until you reach the Marae/Tiki site and as you cross the bridge, take the road to your right, there are several turnings to the

left along here but ignore them all keeping alongside, but not crossing the river – there's a bridge over it to the cathedral, that's worth visiting too – and going gently uphill After perhaps a mile the concrete road turns left and climbs steeply, ignore this turning and continue north along the gravel track directly ahead of you. We never reached the end of it, but after perhaps another mile there's a gravel track bearing off the right and going downhill, you can see the waterfall in that direction. Take that right fork and it brings you to/through the water collection/treatment plant; cross the stream there and follow a rugged path beside the raised steel water-pipe and after perhaps ¼ mile you'll reach the foot of the waterfall; don't swim in it as the water collection point's directly below the waterfall.

Palapa/Pergola visible on the skyline towards the SE corner of the bay: Surprisingly gentle climb up what looks a very big hill, but there's little shade, so take ample water: Follow the road east/south out of the town passing the hospital and going generally uphill, until after perhaps a mile the road turns right/west and descends to the Grand Quay, at this corner follow the smaller concrete road that continues on ahead of you; a few hundred yards further it turns to gravel and after a couple of hundred more it stops completely with an obvious gravel footpath continuing ahead of you, simply follow it. The footpath's easy going – I was told that the residents of the local prison built/maintain the path? - with bridges across all the streams and steps cut/built at any steeper sections, the path wends its way around the hills, before climbing to the top via a series of gentle zig-zags, with only the last couple of hundred metres being rocky/rugged. Fantastic views across the bay, along the south coast and Oa Pou on a clear day.

Kokopeli – Summer 2018: Kevin and Annabella of Yacht Service Huku Hiva handled assembling and submitting our paperwork for long-stay visa in French Poly. No problem, no charge (yet). It should take 6 to 8 weeks to get it in here. We're also working to get stuff shipped in to us here, including boat parts, flat mail, and toys. Kevin is good for all of this, has a cheat sheet on how to get it sent to his address here. In addition to his own operation, he's the local rep for Tahiti Crew, and the local cruising station host for SSCA. I think also for OCC.

With Fed Ex or DHL intl. economy, it's 2 to 3 weeks to get here. Costs are at least a couple hundred USD, each package. Fed Ex, for example, has its own customs agent to bless the shipment and ease it out of customs, but there are costs associated with this. But it does work!

Kevin is also a Spectra dealer, Annabella does nice work with fabric design.

Some of the things we loved in Taiohae... Wonderful fresh-caught tuna on the dock, very affordable. The Snack by the dingy dock has usable wifi, and good coffee and food. And company. Richard runs a tour operation, he's very knowledgeable about what he's showing us. Rose Carver's museum is still in operation, and Teiki has opened up a tattoo studio ("Patiki") that's first rate. It's across from the crafts market. He's really very artistic, authentically Marquesan, and skillful. Each is a one-off piece of art. T.huukena@gmail.com, 87 707 874.

There's a good produce market every day near the dingy dock. Magasin Makema makes its own bread so it's available all day, most days. Magasin Celine has an outdoor restaurant in front of their store a few nights a week at this point, good food, good fun, good value. There's also some kind of community center near the dingy dock with good food at easy prices, sometimes entertainment, and a chance to meet locals.

Begonia – May 2017: Cruisers (and Kevin of Yacht Services) use VHF #72 as general hailing channel

Laundry service from Kevin/Anabella at Yacht Services - CPF1200 per load (not by Kg) gives wash dry and fold. Drying is dependent on weather! Next building down (also in harbor area) offered at \$1000CPF per load (Wash/Dry/Fold) - but we didn't try this

Yacht Services also have a **book swap** at the back of their office on the Quai

Spunky – March 2017: Kevin, at Nuku Hiva yacht services, sells Polynesian Courtesy flags for reasonable prices (I think we paid 2.000 FP, but not sure).

Nuku Hiva Yacht Services - May 2013: I am Kevin Ellis, co-owner of Yacht Services Nuku-Hiva. My wife Annabella and I took over YSNH in January 2013 and have been working hard to re-establish YSNH as a resource for visiting yachtsmen. Here is my list of services and contact information:

In association with Polynesia Yacht Services:

- Formalities (in / inter-island / out)
- Duty Free Fuel Permit
- Bond Letter (medical insurance required)
- Coordinate Shipyard Services, (Leeward Islands)
- Take advantage of PYS Discounts
- (Chandlers, Hotels, Rental Cars, Dive Centers, etc.)

Local Services:

- Hull Cleaning
- Mechanic – (inboard / outboard)
- Sail Repair
- Taxi Service for Shopping, Airport, Sightseeing
- Excursions: Hiking, Diving, Fishing, Boat tours, Quad tours, etc.
- Car Rental & Self Guided Tour Information
- Internet & Computer Access & Document Printing
- Island Cruising Information & Route Planning
- Onward Hotel & Marina Reservations
- Telephone / Fax

Contact Info

We monitor VHF 73

eMail: YSNukuHiva@hotmail.com

Mailing Address:

Yacht Services Nuku-Hiva

BP 301

Taiohae, Nuku-Hiva 98742

French Polynesia

Telephone / Fax: 920 750

Cynergy - May 2013: This is a great first landfall as one can come into the anchorage easily in the night or bad weather. This large bay can hold over 50 boats and there is always room, unlike Hiva Oa. Only weather could be the rare S-SW to make the anchorage uncomfortable, but not unsafe.

We anchored at 8-54.877S 140-05.902 in 35ft of good holding mud. Places to anchor will be obvious, this is a no-brainer (my kind of place). Where to land your tender is also obvious--in the right hand corner. This is also where you will find Yacht Services

There is a Gendarmerie for clearing. A hospital. Bank with good ATM. Two pretty well stocked grocery stores. Ok hardware store. Pharmacy. . Internet for pay in the harbor, good signal if you have a booster

Kevin at Yacht Services is from Ca, so speaks english. He can offer basic boat services like diesel, refrigeration (to a basic degree), sail repair, and will take care of your boat if you have to fly out. Not many parts however.

Fuel. Easy, just med-moor to fuel dock. They have diesel and gas. If you have an agent they will have given you a duty free doc. You need a copy of that, your boat doc (copy) and passport copy.

Propane - Kevin at YS can fill with butane, including US fittings

Must-do List:

Rent a 4-wheel drive from Kevin and spend a day driving to the airport and some other villages. Breath-talking

Often on Friday night there is a little restaurant with a converted van as the cook spot just off the road near the bank. Thomas and his friend Vani play great music! They actually came out and played at our boat in Controller Bay

Soggy Paws - August 2010: Fortunately, we made it to Taiohae (Ty-oh-ha-ay) in time to take advantage of the car rental that a friend had arranged to go pick arriving crew up from the airport. The airport on Nuku Hiva is on the other side of the island, and it costs almost as much for a taxi ride to or from there, as it does for a rental car. So our friend had rented a 'car' for the day (actually a 4WD Pickup) and talked his local friends Laurent and Letitia into driving and giving everyone a tour of the island, after picking up the arrivals. Though there wasn't room for us inside the truck, Dave and I begged our way into the pickup bed for the 'island tour'.

Laurent did a great job of driving us all over the island. We visited a religious site near Hakatea on the north coast, and we visited the village of Taipivai (ty-pee-vye), which Herman Melville wrote about in his book Typee. We saw the 'desert' area on the NW coast near the airport--truly a desert and in huge contrast to the lushness of the southern and eastern sides of the island, where everything is green and there are many waterfalls.

In addition to all the financial business we handle via internet (banks, credit cards, etc), Dave and I both spent a lot of hours on the internet while in Taiohae, catching up on U.S. and World News, sports news, news of all our traveling friends with blogs, etc. We download and save tons of stuff--without taking the time to read much of it--and then read it later when have time but no internet. Dave is also starting to research information for upgrades we plan in Hawaii, possibly new refrigeration, more solar panels, and a new, sturdier and hopefully more aesthetic arch. With few cruisers in the Marquesas this time of year, the internet was a reasonable speed.

We did take the time to enjoy some of Taiohae while there... eating big juicy cheeseburgers at Laurent and Letitia's Snack Babazook (in front of the blue grocery store), and ice cream and crepes at the Snack right by the dinghy dock. (A 'snack' or a 'roulotte' is a rolling lunch counter, very common in French Polynesia in the bigger towns. Most have a table or two and some chairs in the shade for you to enjoy your meal.) We also went once for lunch at the Pearl Lodge restaurant. Our friends had eaten there before and said it was quite good. But our lunch--poisson cru--was so-so... there was no coconut milk in our poisson cru!! Since a beer in a grocery store is about \$3, in a nice restaurant they are more like \$5-\$6, and the whole lunch bill for Dave and I was \$48. We don't do that very often (and reminisce fondly about lunches in Ecuador for \$2-3 each, including soup, main meal, and a drink)).

Taiohae is a great place for provisioning--significantly better than anything we saw in the Tuamotus or Gambiers. There is a daily fruit and veggie market right next to the dinghy dock, so fresh stuff is easy. Most of this produce is grown on the island and so isn't too outrageous in price. We were able to

eventually find lettuce, tomatoes, green peppers, cucumbers, avocados, green beans, and of course the standby's: potatoes, onions, cabbage and carrots. Still no broccoli or celery, but at least some green stuff. And all the tropical fruits plus some apples. We stocked up for 6 weeks worth of groceries--that should get us to Hawaii. We never did make the 4am Saturday veggie market, though.

There are two conveniently located grocery stores, and between the two of them we managed to stock up on all the staples we needed to make it to Hawaii. Mostly we needed meats and snack food (cookies, crackers and chips). The meat selection was quite good--boneless, skinless chicken breasts, chicken leg quarters, whole chickens, pork chops, ground beef, lamb chops (and other cuts)--even bacon!!

We also stopped at the afternoon fish market by the dinghy dock and bought a few kilos of fresh yellow-fin tuna and wahoo (nicely priced at \$5/kilo uncleaned with the head removed, and you can buy half of a fish).

Nakia - Fall 2009 - Nakia's Anchor Position: 08-54.842S / 140-05.884W

The Anchorage: This is a very rolly anchorage and we ultimately ended up moving as close to the quay as we could get. But even after deploying a stern anchor and the rocker stopper, it still was not a comfortable place to be. There were about 20 boats when we arrived in early October and 12 remaining when we departed a week later.

All of the active cruising boats are anchored near the old quay, with only three unoccupied boats over on the more remote Keikahanui Pearl Lodge side of the bay. Our week was spent taking delivery of our new main sail from Rose Corser and visiting her lovely little museum and gift shop; browsing at the well stocked magazines; making 6 AM visits to the boulangerie and the veggie marche (only one time each and hopefully never again; baguettes and most veggies - except lettuce - are available elsewhere at more reasonable hours!); and doing laundry with plentiful, though tan, water at the quay.

Moondance - Fall 2011: When we first anchored in Baie De Taiohae it was settled, so we only used our main anchor. The next morning the swell came in and we deployed a stern anchor and that made the anchorage very comfortable. We spent 18 days there recuperating and getting some minor projects done.

Restaurants: We also had a lovely night out with Rose and another boat for dinner at the Keikahanui restaurant. The restaurant and bar are all that remain of the original hotel built by former cruisers, Rose and her husband, Frank Corser, back in the 70's (S/V Courser). Frank passed away in 1992, but Rose is carrying on with plans for a smaller business, and she's always happy to have cruisers stop by for a visit. The tropical drinks were colorful and the French cuisine was beautifully presented and so delicious that we all cleaned our plates of curried goat, rack of lamb, duck, and a steak/shrimp combo. There was a group of young men and one woman from NASA staying at the Lodge to cover a hole in tracking coverage for a satellite launch (we passed their equipment high on a mountain during our subsequent car rental). They normally do a two month tour of duty, but it had stretched to three months this time. Tough job, but someone's got to do it!

Be sure to have a burger and fries (700 CFP) at the roulotte (van) on the waterfront in the afternoons. They close up between 4-5pm and the "Chinese" roulotte opens in front of Magazin Kamake for the evening. Do NOT bother trying that one out. Pizza at the big restaurant on the main drag was supposed to be good but is only served after 6 PM (reservations recommended).

If you have a special occasion to spend big bucks on, the Pearl Resort serves excellent French cuisine and drinks are half price (which brings them down to Hawaii tropical drink prices, \$6-8) on Fridays after 6 or 7. The bar at the resort is all that remains of Rose and Frank Corser's original establishment.

Oh, and the chocolate beignets at Magazin Kamake are yummy, as are the little tortes/tarts in the veggie market. Not cheap, but a nice treat. Don't bother trekking to the actual bakery unless you're up super early. They send baguettes to Magazin Larson but Kamake has their own bakery so they rarely run out of fresh baguettes.

Touring: (s/v Nakia 2009) We shared a car rental with with 3 other boaters to explore the island. This time we had a four door truck so there was plenty of room for all of us with our gear in the truck bed.

We started towards the airport in the Terre Deserte in a clockwise circumnavigation of the island, taking a right hand turn on a dirt road after passing a pineapple farm (the pineapple plants are obvious; don't take the turn before you see this). We scoped out several bays for potential anchoring spots, but the highlights of the trip were our picnic lunch stop at Hatiheu Bay and a visit to the archeological sites of Hikokua and Kamuihei & Tahakia, the latter two of which of just across the road from one another and comprise the largest excavated archaeological area of Nuku Hiva. Although there were no large tikis like on Hiva Oa, the size of the areas made one wonder at the lives of the people who built and lived in them long ago.

We made a pamplemousse snack stop along the river in Taipivai at the head of Controleur Bay and then, since we still had some time remaining on the truck, we made an even more arduous trek over the rough road from the Keikahanui Lodge to Colette Bay, the site of "Survivor Marquesas" (2002). They must not have put the Survivor camps at the head of the bay where there was plenty of pamplemousse, citron, and bananas on private property. Fortunately one of the pamplemousse tree limbs hung over the fence to the ground and we restocked our fruit hammock.

8.1.2 Controlleur's Bay

This bay is just east of Taiohae. There are 3 finger bays inside Controlleur Bay, and it is possible to anchor in each of them. The westernmost, Hakapaa has a hike to a waterfall. The middle bay has a town, Taipivai.

Moon Rebel – August 2018 – Hooumi Baia: We never went ashore to the beach, but it proved a very flat, well sheltered anchorage through a couple of rough days, even with the wind & seas coming from well south of east; a great spot for a mast climb/rig check with less swell & more comfortable than even Hanamoenoa on Tahuata.

Begonia – May 2017 - Taipivai village/Hakahaa Bay

Drinking water - we were advised (by local driving government van and in government uniform, and several other locals), that the water at the two beach taps is potable here. It certainly looked perfectly clear (even after heavy rain), and we had no ill effects from it.

There is one tap within the large open building (where locals wash their cars) to the left end of the beach - beach dingy to far left of beach (concrete ramp is very steep, broken up at bottom, and does not connect with water at low tide) .

There is another tap just on a concrete stand under a tree - to the rear side of the right hand (West) end of the beach (hug the the far right edge of bay from some distance out to enter river, and only after you have passed the beach can you swing to the left and beach dinghy at the back of the beach - you will see locals boats here stored under covered structures)

In BOTH cases, you will need to walk the jugs a short way to the tap (and a short length of hose with a screw on tap fitting would be useful so jugs can be filled while set on the ground).

Note: A little further along the river (way before town), there is a rickety wooden dock to the right with a tap and shower - but this is a private home - and we didn't see anyone to ask. If available, at high water that would enable you to fill jugs left in the dinghy and not have to take them ashore. Perhaps a small gift would make that tap available if owners are present?

Grocery / Wifi: There are several grocery stores in town and it is worth visiting them all for the fullest selection/variety. One offered WIFI if you have your own computer/device (but there is no sign on the door, and I can't recall which one it was - one of the smaller ones).

There is also a post office in town (limited opening hours). And numerous photo opportunities.

Jacaranda – October 2015 - Hoooumi Bay

This small bay is the easternmost lobe of Controller Bay. The beach is a favorite of the locals and you may find folks having a BBQ on the weekend. There are no stores in this tiny village just a few houses. There is good potable water (spigots) located on the beach next to the small roofed structure to the east of the little river. The walk up thru the valley on the paved road is lovely.

Anchorage: 08 53.5346S 140 01.5769W 13' at low water. Mostly sand and mud. There are a few rocks scattered around the bottom. Even though the wind is ESE or SE you may find yourself pointing north or south. A very comfortable and pleasant place to spend a few days.

Beware of the rocks when making a beach landing. There are numerous visible rocks to the left of the beach when approaching from the anchorage but it is those that are just about OB depth that you can not see which may ruin your day. After bumping one of these submerged rocks at low tide with our dinghy wheels we started using the large covered shed as a guide and pulling the dink up more in the center and in line with this structure.

Jacaranda – October 2015 - Hakapaa West Lobe

We heard that the shelling was suppose to be good here so came in with a light ESE breeze and anchored close to the beach. There are reefs that run off the shore both to the east and western sides of this tiny bay. Surprisingly it was calm at anchor with little roll. Being far enough into the bay we could not see the open ocean. But it may not be that way if a large swell is running

Anchorage: 08 53.7047S 140 03.1397W all sand bottom. Dropped in 30' and when stretched back towards the reef and beach it was 21' at LW. Suggest to come in at LW with good light as the reefs will be visible. Water was not clear when we were here. Surprisingly more settled than the larger north bay of Hakapaa.

Jacaranda – October 2015 - Hakahaa Taipavai Center Lobe

We only anchored here for one night before moving back to Hoooumi Bay and did not go ashore (Taipaivai village is worth a visit which we had done previously in a car exploration of the island). Wanted to mention that a French couple working and living in Taiohae mentioned that when it's a bit lumpy they beach their dinghy on a small sandy beach near 08 52.9740S 140 01.909W and walk into the village along a small trail. Especially at low tide it may be difficult to get the dink up into the river.

sv Cynergy - May 2013 - Nuka Hiva, Baie Du Controleur.

Mouth at 8.54.62S, 140.1.909W

Center bay, Baie Hakahaa. Great anchorage, easy to approach at night or bad weather, protected from all but strong southerlies (rare). Navionics and C-Map very accurate (current version as of Nov 2012)

We anchored at 8-52.702S / 140-02.973W in good holding mud in 15 ft. Almost no coral to get tangled around. Plenty of room here, usually only a few boats but could easily take 30.

Town of Taipivai at head of bay is wonderful, nice grocery as well. No restaurants however. At high tide if no sig. surge one can take dingy up the river to the town quay. If not anchor with stern anchor off dingy to rock on the left side (river is on right side).

Hiking great. One very wonderful waterfall about 2 hour hike. Stay on west side of river and follow road. It will split once about 45 minutes in, just stay straight/right (don't take driveway to left). "road" hard to see sometimes but overall easy.

8.1.3 Daniel's Bay (Hakatea)

Daniels Bay, which is a one hour sail to the west of Taiohae. It has a narrow entrance, but quite deep. The CMap charts are very accurate here. This is a nice rest from roly Taiohae. It's pretty exciting going OUT of the bay—straight into the wind and swell (when the wind and swell are SE).

Begonia – May 2017: Charlies Chart (at least the 5th version) indicates this waterfall is the 3rd biggest in the world. This is not correct, but it is the biggest in the whole of the French Polynesian Islands, and at the base is surrounded by tall, almost vertical rock faces on 3 sides - very dramatic.

As of 2017 there is now an entry fee to support the community and offset the maintenance (\$1000 CPF charge per adult and \$500 CPF per child). Please don't let that put you off going. The route of the hike to the waterfall is owned/managed by the local community - they maintain trails and give advice on weather, water conditions, etc (Paul seems to have the full time job of welcoming visitors, sharing information, and collecting the fee. He has worked in Bora Bora and elsewhere and speaks good English). All the families living in the village are associated with the same ancient family.

The hike for us was after 5 months of regular rain and a couple of days of heavy rain and the water at the crossings was quite high and fast up to the top of my thigh - i'm 5'2". If you suspect you may be hiking in similar conditions be sure to take hiking poles (or grab a sturdy stick to use) for the crossings and general slippery surfaces. With a little encouragement from my husband Kyle, I forded the last crossing (after the "danger, do not proceed" type of sign), and we were rewarded with the most amazing views just 10 minutes further along when we finally entered the canyon. Well worth it.

5 hours is a reasonable time to allow for the hike (to get up, down and enjoy the views)

Just before you cross the river to enter dramatic upper canyon - there is a pool (quite muddy when we were there) where an eel is said to live. We were told (by villagers) that you can take bread to entice it to feed and are likely to get a good picture opportunity - but the eel had other ideas the day we visited.

Down in the valley there are plenty of opportunities to buy/trade for fruit and one family also growing vegetables (we purchased some string beans for dinner, along with cucumber, a fresh pineapple and the usual fruits) - as others have said there are also several homes that will feed you a very generous meal - well appreciated after a long hike.

Jacaranda – October 2015: This bay has been discussed at length in this guide and other guide books as well. Another couple of pieces of information. Since Survivor Marquesas did its thing here the water hose to the buoy is no longer available. There is a tap with potable water just next to the small shack near the beach. Be sure to ask Michael the caretaker of the property for permission before filling up your jugs!

The village of Hakau that you walk thru to the waterfall has 6-7 people living there. Most of the area is farmed by a couple, Teiki and Kua, who will cook you an excellent meal for 1000cfr per person. They

are located just to the left of the phone booth where you would turn right to the waterfall. We met them the day before and arranged to have a meal at their house on the walk back from the waterfall. It was an excellent couple of hours visiting with them and the food was very good.

The walk to the waterfall took about 2+ hours each way. Heading out of Hakauai you cross the river 3 times and then turn up the small stream for the falls. Between the second and third river crossing there is an excellent viewpoint of the falls (one of the few) where you can see about 60- 70% of the falls. At the base of the falls the waterfall is not visible unless you climb over some very large slippery boulders and swim thru the muddy pool. The hike was very muddy, slippery and buggy but very little elevation.

s/v Soggy Paws (2010): As has been reported, Daniel is no longer in Daniel's Bay. There are still structures there, and sometimes people are there, but there is no one in permanent residence. The floating water hose is no longer there either.

However, over in the small village, there is a family planning to start a 'snack' and tour guide service. Maria and Ma'i (pronounced 'my' or 'my-ee') live in the house on the rocky beach facing the bay, farthest to the west from the stream (on your left as you look at the 'beach' from the bay). Maria, who's family has lived in the village for generations, speaks English and French as well as her native Marquesan. Ma'i, her husband, speaks some English and French as well as Marquesan.

Maria is a great cook and Ma'i is a good hunter, and between the two of them, they can provide meals such as traditional 'poisson cru', and curried goat, and roast pig. While we were there, Ma'i took us out spearfishing, on a pig hunting expedition up the mountain near the waterfall, and on a goat hunting expedition up the east face of the mountain to the west of Daniel's Bay. They stand by on VHF Channel 71.

To get to their house, you can beach your dinghy on the beach at Daniel's Bay, and take the path that starts on the left end of the beach, around to the village, and turn left after you cross over the bridge, rather than right to go to the waterfall. Or you can, at high tide, go in the little stream in your dinghy, take the first left into the pond, and go all the way in. Their house will be ahead and to the left. There is nearly always some wave action at the mouth of the stream, and a sandbar. Hug the rock wall to the right on approach to stay out of the waves, wait for a lull and go for it, but be ready to kick the outboard up and jump out and drag your dinghy in if you hit bottom. At low tide, you can still get in, but it's definitely necessary to get out and walk your dinghy up what's left of the channel. WXTide32's tide for Taiohae seems to be accurate.

The hike to the waterfall is pretty nice (see accounts below)—not too hard as it is mostly level walking. For most of the way the path is obvious, but there are one or two places where the path ISN'T... there, look for rock cairns (a man-made small pile of rocks on a bigger rock)... they mark the way.

s/v Nakia (2009): Also a good calm spot, very popular on the week ends when 'live in cruisers' from Taiohae come here. The last weekend we were on Nuku Hiva in 2010, there were 18 boats reported here (April). The hike to the waterfall must not be missed. Potable water and fruit are available here.

s/v Serafin (2007): Sailing close to the shore we approached the nearly hidden opening for Anse Hakatea, known among cruisers as Daniel's Bay. Serafin surfed along the top of the waves and it wasn't until we'd gotten in past the opening that the sea calmed enough for Jeff to hop in the dinghy being towed behind and rescue the fishing line we'd managed to wrap around the dinghy engine and prop. The bay has two small lobes and we chose the more protected eastern one. It sits behind a small headland providing good protection from the swell. However, we still set a stern anchor to keep Serafin's bow pointed into what little swell remained so we'd sleep comfy rather than roll around. At the

head of this lobe is a pretty little beach with a single wooden house but since there was no boat on the beach we assumed nobody was home.

The western lobe is spectacular. The beach underscores the entrance to a lush green river valley. Rock spires, flukes, walls, and fins all covered in dense green growth jut up from the valley floor and form its walls. The river spills out into a corner of the bay while ocean waves crash onto the beach that makes up the rest of the shoreline. We brought the dinghy in along the calm waters of the river outlet rather than risk capsizing in the surf along the beach. We'd intended on going a bit farther up river before landing but the dinghy motor conked out just as we got beyond the beach and we quickly decided that was the perfect place to land! We rowed to the river's edge and hauled the dinghy onshore, tying it to a tree stump for good measure.

Walking up the valley is magical. It begins with a cow, horse, and goat trimmed grass walkway lined with flowering shrubs, banana, and papaya trees. A family lives in the valley and there are four or five simple houses for them all. We met several warm and welcoming family members and with a little French, a little English, and a few words of Marquesan we got along great and learned about them. They have other houses in Taiohae but come here to work the plantation and do a little fishing. They usually stay a week or two at a time. On our return they loaded us up with bananas, grapefruits, and papayas.

Beyond the last house a rocky track begins. It gets muddy in spots and fords the swift though shallow river several times. We first tried to hop from boulder to boulder to cross but quickly discovered it is easier and safer to wade across instead. In about two hours we received a sneak preview of our destination, Vaipo Falls. At 350m (over 1100 feet) it's the largest in French Polynesia but it's still too far away to hear its thunder.

The entire valley is an ancient site virtually littered with ruins nearly everywhere you look. The Marquesans built their houses on stone platforms called pae pae. We came upon the ruins of temples, called me'ae, and ua ma which are stone pits they used to store fermented breadfruit. In the brush are certainly ancient ti'i carved in stone, but we weren't able to find any. Some of the stone platforms are perfectly preserved although fully overgrown. At times the track takes us across the platforms or stone walkways between them as it follows the path of an ancient royal roadway. We occasionally found a cluster of these platforms, food storage pits, and stone walls in a clearing. It's easy to imagine the whole valley filled with people living and working here. Of course the fact that the Marquesans are no longer cannibals makes exploring here lots more fun than the early Europeans and missionaries enjoyed!

As we get closer to the falls we ford the river again and we can hear the unmistakable noise that sounds like a distant drumbeat. We begin to feel the cool spray. The dense jungle has kept us out of the sun so we're not too hot but the spray feels good anyway. We can only see the very bottom of the falls. The top is obscured by rock outcroppings. Only our earlier view from afar puts it in perspective. We're in a dead-end valley now and looking up at the clouds moving slowly overhead causes that same funny feeling as when you're stopped at a traffic light but you feel like you're moving only to discover it's the car next to you that's rolling. The brave ones among us jumped into the pool at the base of the falls and tried to swim in as close to the falls as possible, but the memory of getting whacked on the head and shoulder by a tree at Fatu-Hiva made our decision to not push our luck. Sitting in the mist and thinking about what we'd seen on the way to the falls was satisfying enough.

Mata'irea (July 2007): We're anchored in a lovely calm anchorage just 5 miles from the main town. Fans of the Survivor Series may recognize it from the season filmed in the Marquesas. To cruisers it is known as Daniel's Bay for the resident who made his water spigot available to them for over 60 years. We came over here on Saturday morning to fill our water tanks - not from Daniel's spigot, rather with our watermaker, which we weren't willing to run in the silty, murky water of the main anchorage.

We're so glad we made the move! This bay is so protected, you can't even see the ocean from where we are anchored. There is no swell in here, and we are sleeping like babies. Even better, there has been some terrific marine life. Saturday afternoon Sten went snorkeling and saw an eel, two turtles and a small black tipped shark. While exploring the bay Sten caught a snapper on a silver metal lure, which turned out to be some of the tastiest grilled fish we've had in some time. Later that afternoon we both saw a shark burst out of the water as it fed on something in the middle of the anchorage. It was brownish, which suggests that it was a bronze whaler, one of the most dangerous breeds. There go my plans to swim in this bay! Then on Sunday afternoon, while hanging laundry to dry on the lifelines, I spotted a manta ray. I was so excited that I couldn't get out any words other than "Sten, Sten, come here, come here." It gracefully floated by the side of the boat, turned up the tips of its wings, which broke the surface of the water approximately 4 feet apart, pirouetted, and came back for another look. It was beautiful.

On Sunday we hiked to the third tallest waterfall in the world. The trail starts out as a road winding past people's homes and their well tended gardens filled with fruit trees and whimsical decorations - like goat skulls. Further on, we passed a few tikis and stone walls suggesting the larger population that once inhabited these islands. Then we came to a river. I was a total sissy about not wanting to get my shoes wet, but after ranging up and down the bank for a bit, eventually I realized there was no getting to the other side without going in up to my knees. If only I had known then that there were a dozen more river crossings ahead . . .

The trail continued into the primordial forest. It was never very steep, but it was often very slick and muddy. Eventually we emerged in a river canyon with completely vertical cliffs at least a 1,000 feet high surrounding us on three sides. At the head of the canyon was the waterfall, the roar of which we could hear from some distance. Ironically, you can't see the waterfall at the end of the trail. To get to the base, you have to swim through a cloudy pool (hoping not to meet the resident eel) and scramble over some boulders. Then you find yourself in a cloud of mist generated from the impact of the water falling 1148 feet from the top of the cliff. We only stayed for a few minutes, because the bugs were swarming, before heading back down the trail.

8.2 The West Coast

Not many people visit the west coast of Nuku Hiva. It is dry and desert-like, not well charted, and not mentioned much in the guidebooks. So if you are looking for (a) un-rolly, uncrowded anchorages, (b) dry weather or (c) clear water, head for the west coast of Nuka Hiva.

By mid-morning on the west coast, even when the tradewinds are blowing pretty well out of the east, you will find a westerly breeze!

We heard that Wahoo fishing was good along the west coast of Nuka Hiva—we drug a line the whole way up the coast and only got one hit—but we were moving pretty slowly.

Soggy Paws - September 2010 - West Coast Overview: From the main town of Taiohae, on the south coast, to Anaho Bay, on the NE corner, it is clearly best to go 'eastabout' to get to Anaho Bay... shorter and less windward work. But leaving from Daniel's Bay, on the SW corner, the choice was not so clear. It was slightly shorter to go eastabout, but with an ESE wind, it should be much calmer going westabout.

After flip-flopping several times, we finally decided to go around the west coast. It would give us smoother water (for awhile), a chance to see part of the coast that most people don't go, and a chance to make water with our engine-driven watermaker. (It's a little dicey making water in the anchorages due to the amount of particulate in the water).

We also opted to break the trip into two parts, stopping overnight at what's known as the 'airport anchorage'--Baie Haahopu at the NW corner of Nuku Hiva.

Exploring the west coast--motorsailing slowly north and ducking into every little bay we saw to check it out--was fun. We hadn't done that type of gunkholing in awhile. Though the guidebooks only mention one or two anchorages on the west coast, we found a total of 7 bays 'possible', with reasonable protection and anchorable depths. As follows, N to S:

- Baie Marquisienne
- Anse Haatapuna
- Anse Tataia
- Anse Tapueahu
- Anse Haatuatua
- the unnamed bay just N of Pt Matatekouehi
- Baie Haahopu

A couple of these had signs of habitation--one house and a small skiff. But most were completely deserted. Some had rocky beaches, but as we got further north, more of them had sand beaches. Baie Haahopu had a pretty sand beach, but an ugly concrete dock and a building (uninhabited).

Once we got around Cap Motumano, the waves started settling down, and after rounding Pt Matateiko, it was flat calm for the rest of the way.

The west coast of Nuku Hiva is arid and dry, so with little runoff, the diving ought to be clearer.

The winds were kind of weird on the west coast in the afternoon--we had a good 12-15 knots blowing from the WEST (against the trades). Obviously a 'sea breeze'. It died down at night and switch to the east.

We spent a nice overnight at Haahopu.

The next morning we left early to head east along the north coast of Nuku Hiva.

8.2.1 Marquisienne (Anse Eua)

Jacaranda – October 2015: We took the long jaunt(5 miles) down from Haahopu this morning in the rain. Thinking this side of the island which is brown may green up in a couple days. We briefly looked at the other anchorage options that SP's mentioned but there was some swell activity from the SSW so we carried on. As we approached the entrance to Bay Marquisienne we could see a brown water patch spreading out into the bay from a little stream in the ENE corner which become a swollen brown river from the heavy rain in the valley.

Anchorage: 08 54.877S 140 13.387W Sand or gravel bottom. Good holding and no grumbling from the anchor chain. The bay provides good protection(open to the W)and when we first came in the wind was E out of the valley and after the rain stopped a the breeze swung around to the W. Very little swell in the bay when we arrived but a bit of lump coming in during the night. Forecast 16-18 ESE gusts to 30. We never saw anything over 15 knots. Its much more green here in the valley and beautiful with the late afternoon sun lighting up the green hills. A nice spot to stop and I would imagine a good alternative to Daniels bay for those heading further west.

s/v Soggy Paws 2010: Baie Marquisienne, in the SW corner of Nuka Hlva a few miles from Daniel's Bay, is not mentioned in any guidebook we have. But it was first visited by our friend on s/v Shapirit in late August 2010. He was leaving from Daniels for the Tuamotus, and was looking for a calm clear anchorage in which to make water. He only stayed there a few hours, but said that it was both calmer and clearer than Daniel's Bay, and it would be an OK overnight anchorage. There is no chart detail or any guidebook reference that we've seen for this bay, so you are likely to find it empty.

We passed by it on our way around to Anaho, and checked it out ourselves a week or so later. It was calmer than either Taiohae or Daniels, and nice and clear. There is room for one or two boats to anchor in 35'.

8.2.2 Haahopu

Baie Haahopu is just mentioned in the Russell guidebook, *Exploring the Marquesas*, and there is a little more in *Charlie's Charts*. *Charlie's* says "Anchorage in good holding sand can be taken inside the entrance of the bay where there is protection from easterly winds".

This used to be how passengers got from Taiohae to the airport on the NW corner (by boat to Haahopu and then bus to the airport), but I'm not sure it's much used today—the road to the airport has been improved and most people drive these days.

Jacaranda – October 2015: We approached this bay from the north and wanted to mention a reef NW from the rock off of Motu Tauakakivi. At least we thought it was a reef. Depending on what scale you are zoomed in at (OpenCPN CM93) it looks like a quilting error but in reality is a reef. We passed over the outer edge of the reef and the depth sounder jumped from 100' to < 20' in 1 boat length. 08 49.1982S 140 15.0815W appeared to be the western edge of the reef. Did not show on our C-Map or Navionics charts. Do exercise caution when transiting this area. When we got into internet range we did look closer at this spot using GE and think it's a shallow spot and not a reef that extends off the island. Also the rock awash 90m NW off of Motu Tauakakivi may not be visible depending on tide and swell. The rock is marked on the chart.

We also experienced a couple of hours of westerly breeze late morning the first day but it quickly went around to the ESE by noon and calmed down in late afternoon. The second day light and variable outside was 20kts E with a 2m swell. We anchored about 90m further into the bay than SP did in 17' LW. There was some swell entering the bay but not uncomfortable. Snorkeling the anchor we found sand patches interspersed with rocks. There are a few moorings close to the concrete wharf that fisherman use to moor their tinnies. These moorings do not affect the anchorage as they are close to the wharf.

After spending a few days in this bay we wonder how one would get to the airport. We have only seen a couple cars stopping and those were mainly fisherman going out fishing. There is a tree near the beach where some were picnicking and swimming for a few hours. Also a couple trucks dropping off fuel tanks and gathering construction sand off the beach. Just after I wrote this the Taporu supply ship came in to offload aviation fuel and there were a number of trucks and people on the wharf. But if you have a flight to catch best spend the \$\$ and take a taxi from the big city.

s/v Soggy Paws - September 2010: We could easily see the bottom in 25' in Haahopu. We found another cruising boat there when we arrived, and we anchored just inside of him in at 08-49.5S / 140-14.94W in sand. There are some coral heads around, but lots of sand, so try to pick a spot in sand. From here it is possible to dinghy a crewmember into a cement dock and (hopefully) hitch a ride to the airport (but we didn't do this, so don't know the logistics). Most people opt to taxi over from Taiohae.

We spent a lovely night in this bay with one other boat (and room for at least one or two more without crowding). It was the first good night's sleep we had in weeks—no rolling and no gusty winds. Good holding in sand. Clear enough water for bottom scrubbing and/or snorkeling. The onshore (westerly) breeze we had in the afternoon died in the early evening and changed to a light easterly.

8.3 The North Coast

The primary cruising anchorage on the north coast is Anaho Bay, toward the eastern end of the north coast. But there are several other bays on the north coast where the adventurous cruiser can find isolation and good anchoring conditions.

Soggy Paws - Sept 2010 - North Coast Overview: With the wind south of east, we had hoped to find some lee heading east along the north coast by staying close in along the coast. We did, but it wasn't as much lee as we had hoped. It was really wild going around the NW corner--big steep waves, lots of wind, and a couple of knots of current against us. But that didn't last long (the current died and the waves lengthened). We short tacked along the coast, staying in as close as we dared to get a little shelter behind small headlands.

The general wind and wave conditions were 16-18 kts ESE, and a 2 meter SE swell, but we found that both the wind and waves curved around the coast and were 'noselies' no matter where we were. It was generally better than going the same distance on the south coast, but there were still big waves and big wind. But it was possible to tack into several of the bays and make some eastward progress in calmer conditions.

It took us about 4 hours to go the 12 miles to Anaho Bay, but we did duck in and explore 2 bays on the way.

Baie Hakaehu, where the town of Pua is, and Baie Hatiheu, where the town of Hatiheu is, are both possible anchorages, but not nearly as nice as Anaho. There are other possible anchorages, I think, along the N coast that we didn't explore--we just got tired of bashing to windward and wanted to get it over with.

8.3.1 Anaho Bay

Moon Rebel – August 2018 – Ciguatera Warning: Whilst we were there another yacht's crew came down with ciguatera poisoning after spearing & eating a fish from the SE reef – it really didn't look like a lot of fun! Whilst seeking assistance from the locals they reported that ciguatera is a risk/problem throughout the Marquesas, but the very worst place for toxicity throughout all of the islands is within Anaho Bay; they advised that you don't eat any fish, even pelagic, caught within the bay.

We initially anchored deep in the SW corner, but when stronger E/SE winds and heavy squalls blew in (they seem to accelerate through/over the saddle in the SE corner of the bay) we had the reef disconcertingly close to leeward, so moved over into the SW corner: Good holding in there too in 11m/36' on clean sand and no noticeable swell until the wind dropped once again at which point we moved back

No sign of any veggie sellers or restaurants, but really good snorkelling in the SW corner – SE is OK too, though perhaps not worth the dinghy ride if you're not already there – sweetest water we've had since the Caribbean from the standpipe beside the green roofed, red building 50m east of the dinghy landing – it's a spotlessly clean public toilet and shower.

Kokopeli – Summer 2018: We moved around to Anaho Bay, when a heavy south swell was forecast. Certainly it is a beautiful bay. The volcanic fins are spectacular, goats on the cliff faces fun. No cellular

wifi signal. White sand, clearer water to clean the bottom. Ours certainly needed it, after sitting in Taiohae for a month (waiting for parts and then repairs). We found it very peaceful here.

We snorkeled north of the dingy channel from the beach, north of the "usual" anchorage. Immediately saw two stone fish in shallow water. Also a fair number of small fish, nice coral, lots of top shells, etc. But this anchorage put us very much on a lee shore with the prevailing east winds, too near the reef for my comfort.

So we explored a bit, and moved over to the small cove at the southeast corner of the bay. Much less coral, much less fetch, some wind protection, and apparently good holding.

Anchored here in 30', again a beautiful spot. It also looks easier to get onto the beach at this end. Our anchor was dropped at 08-49.6 S / 140-03.4 W. We also snorkeled our new anchorage area, also nice!

Jacaranda – August 2015: We anchored close to Nakia's waypoint and in the morning were told to move as it was a protected area (WTF). The guy in the small power boat coming from shore wanted us to move further south up the beach beyond the buoyed reef entrance. So we anchored between Soggy Paws' waypoint and Nakia's in about 40-45'.

It appears that the family that we knew from 25 years ago is no longer there and it is now a camp for the young folks of Nuku Hiva. There was a group of young people there for a week while we were anchored in the bay.

Veggies: There is a veggie farm that will pick fresh produce for you. Melons, lettuce, cucumbers, tomatoes, egg plant etc. If you park the dinghy on the beach to the east of the main reef/beach and walk east on the trail you will come to the man's small farm. You can also leave the dink on the beach near the anchorage and walk down. The farmer also brings produce weekly by horse to Hatiheu

Water: We were told by the locals living here that the water from the various taps is potable.

Jacaranda Oct – 2015: When we returned a couple months later a family (tattoo artist Moana & Family) have relocated from Taiohae and opened a small pension and restaurant in the NW corner of the bay. A group of yachties had dinner there and we can highly recommend it. You need to contact them in advance if you want them to prepare a meal for you. As we all know these types of places come and go with regularity.

Water: Speaking with a young man whose family has had a home here for many years there are two sources of water coming into the residents of the bay. Depending on the location of the house in the bay there is treated water that is piped in from a reservoir and the other is from an underground spring. Both are potable and we tested the water from one of the spigots on the beach with our PPM meter and it registered 90ppm. The water located close to the beach is spring fed water source.

Soggy Paws - September 2010: Anchorage Location: 08°49.35'S / 140°03.89'W

We arrived in Anaho Bay, on the NE corner of Nuku Hiva, the northeastern-most of the inhabited islands in French Polynesia, about a week ago. It is the best anchorage we've been in so far in all of the Marquesas (except maybe Hanamoenoë in Tahuata).

This time of year, there is a large SE swell that makes all the anchorages on the south coast of Nuku Hiva really uncomfortable. Anaho Bay, on the north coast, is flat calm and beautiful, and the wind blows from a constant direction at a reasonable speed.

It is a large bay with a series of pretty beaches interspersed with coconut-dotted rocky points. As everywhere on Nuku Hiva, there are signs here of a large population in the past. There are walls and

tumbled-down rock structures buried all over in the foliage--all that remain of the 10's of thousands of Polynesians who lived here when the Europeans first made landfall.

There are only a few families living here now, but they keep the grounds pretty well-tended. There are the usual large coconut plantation areas, which they tend by piling all the fronds and husks into piles and burning. The coconuts get piled up and left to dry, then they are opened, and the meat extracted for 'copra'. This is eventually shipped to Tahiti and becomes coconut oil and other byproducts.

They also have the typical Marquesan gardens filled with fruit-bearing plants. We have been able to trade a few things for all the fruit we needed--especially bananas, mangoes, and limes. We got rid of the last of our trade goods and a pack of old cigarettes for a huge stalk of bananas and some mangoes.

We were also able to trade for some **pearls**. There was a French sailboat anchored here who had spent 18 months in French Polynesia. He's a diver and spent a season helping a pearl farmer in the Tuamotus, and he was paid in pearls. So he came to us offering to trade some pearls for any leftover wine and other food we could spare. So we had a nice happy hour session with us and Infini and this boat, trading for pearls and going over all his favorite dive spots in the Tuamotus.

We all came away from the trading session happy--we got a few 'quality' pearls, a few 'B' grade pearls, and a handfull of less than perfect pearls, but ones which family and friends will enjoy having as a small memento of our travels (we hope).

We have done 2 of the possible **hikes** in this beautiful setting. There is a lot more hiking to be done, but we're ready to head north to Hawaii soon. One beautiful afternoon, we hiked east over the low peninsula to the windward beach. We were warned that the beach would be buggy with no-no's (tiny biting flies much worse than mosquitos), so we went in socks and long pants and long-sleeved shirt. But it was pretty windy and I think that much coverup was overkill on that day--it was really hot hiking in all that clothing on a sunny day out of the wind!!

We found a pretty beach, some semi-wild horses, some possible remains of an old habitation and not much else. We never did find the little farm back in the trees where friends had gotten fruit.

We also hiked over to the town of Hatieu, to the west. This was a little harder hike--up over a pretty high hill and down into the next bay. But it was mostly wooded and we picked an overcast day, so it wasn't too hot. The whole trail was lined with old mango trees. But some of the mangoes we collected on the ground--even ripe ones--tasted very very tart--almost like a lemon--certainly not like any mango we ever tasted. In Hatieu, we visited the grocery store where an ice cold Tahitian beer was waiting for us. And also, of course, onions, cucumbers, potatoes, chips, and frozen baguettes. We ate lunch at Chez Yvonne on the water (we had called ahead on the cell phone for reservations, but may not be necessary). It was a yummy big lunch--most of their meals were in the \$2000 CFP range (a little over \$20). Between the 5 of us we had curried goat, curried shrimp, poisson cru, and goat in coconut milk. It was all good, and large portions. Even Dave was stuffed when we finished.

Hatieu is a pretty little town anchored by a fairly large, fairly new catholic church. The caretaker of the church let us in for a quick look--it is only 5 years old, so pretty modern in design--'airy' is the best word to describe it. Probably built on the ancient foundations of a Marquesan marae (sp?) platform.

s/v Nakia - October 2009: We spent three weeks in Anaho in 2009 and had a great time. Lots of cool snorkeling. We had uncountable Manta Rays here and actually had to get out of the water once because they were just too close. This is also the calmest anchorage in the Marquesas. Lots of fruit on shore and good walking. There are no roads into Anaho, everything comes in by boat or horse, so there are no stores.

Nakia's Anchorage Position: 08-49.260S / 140-03.852

Blog excerpts: So far it's either very windy or very rainy here in this beautiful bay. We've been doing a lot of reading and watching movies to pass the time, but we've also managed to take a few walks and do some snorkeling in between. The best thing about being here is that we are tucked back into a large bay with a long entrance to block the swells. So other than some wind chop (we're on the lee shore) it's very comfortable on the boat for a change. No stern anchor and no rocker stopper required!

Unfortunately the water is green and murky which is a shame because we are anchored right in front of a coral reef off of a narrow, but extensive sandy beach. There's a pass through the coral to take small boats through for landing on the shallow beach. There are less than a dozen homes and guest houses, no road, no cars, several horses, a few dogs, pigs, a cow and her calf, with wild goats and chickens roaming the hills. It's rare to see a light on shore at night, though we saw at least one generator. We're sharing the anchorage with 3 other boats.

We first took a hike along the perimeter of the bay over a low ridge to the wild and rugged Haataivea Bay which is totally exposed to the incoming swell and had waves crashing on the wide sandy beach. As we came out of the forest to approach the beach John remarked that he wished he'd thought to bring his 9-iron because the grass over gently sloping dunes was cropped to the quality of a golf course. We watched slender foot-long eels hunting in a tide pool, and our patience was rewarded by seeing one catch and eat a little tadpole of a fish. We eyed the huge stalks of bananas which were part of what looked like a primitive copra camp, but they were carefully propped up with heavy sticks and are obviously tended by an absentee landlord.

We are at the low tides of the full moon which expose the reef between Nakia and the beach. One or more of the local men hunt for octopus most days and we wonder what they will do when all of the octopus are gone. We took a walk on the reef on Saturday and Leopold had taken three of them because he had guests arriving yesterday. We saw some tiny bluish purple brittle stars and finger length eels, but I wasn't comfortable walking on a living reef with anemones and spongy stuff (that I won't even touch when we see them snorkeling) so we soon returned to the beach.

On Sunday we thought it might have been dry enough to hike to the ridge top on the trail to Hatiheu Bay to the south of us. It was mostly a good trail but our shoes became muddy clogs and we decided not to go all the way into the village since we hadn't brought any money with us and everything would probably be closed anyway. That afternoon we were getting ready to take the dinghy over to the windward shore for a snorkel when John was stung by a bee. He immediately got the Sawyer venom extractor out of its case, but we left the stinger in too long, and his hand swelled up like a little balloon. He took a Benadryl right away and is applying the ointment form as well to help ease the incredible itching. He was still game for a snorkel (only the finger had swollen by then) and we had a great Easter egg hunt for cowries. We easily saw over a dozen large shells but still aren't up to taking any with the animal living in them. They're so beautiful when they sparkle in the sun against the dull rock, and we have a lot of fun searching for them. We hadn't been in the water for long when I heard John shout and I hurriedly swam back to see what he'd found. I was so intent on swimming to him that I didn't look up until I was about to do a head on with a manta ray with another one right behind it. They swam past us into the murk, but what a thrill.

Yesterday I swam into shore for a beach walk and saw a foot-long baby black-tip shark as I was shuffling my feet along to avoid the sting rays in the ankle deep water. John went for a late snorkel around the point from Nakia and saw another manta ray and more cowries. We've also both had quick glimpses of turtles taking a breath in the anchorage. Today we were supposed to walk all the way to the village at

Hatiheu with Romany Star for provisions but it rained all night and is still raining off and on so we decided against the muddy trek, and it's back to more reading and DVDs.

Snorkeling: We've been looking at the incredible cowrie shells our friends have collected and our desire to have one too has peaked. The thing is, most of the shells that our friends have taken were alive and they removed the animal. Rarely people say that they found the shell empty. Killing animals just to have their shells may sound like a vain activity, but the fact that the Marquesans take these shellfish by the dozens makes the one or two shells per boat seem pretty insignificant. It's interesting to note that the Marquesans don't collect the shells because they can sell them or because they find them pretty, they collect them to eat. Every beach has a pile of broken cowrie shells where the locals have smashed them to extract the meat.

So my snorkeling focus lately has been trying to find the 'perfect' cowrie. If we're going to kill one, I want it to be a good one. Once I figured out where to look for these beautiful shellfish the search got a little easier, if not more risky. These animals live right in the inter tidal zone; between the high and low tide mark. This is also where most of the surge is and since the cowries don't really like living where it's calm, you have to get close to the rocks in areas where the waves threaten to slam you if you're not careful. I'm getting pretty good at it though.

I swim along the shore, clinging to the rocks with my gloved hands, being careful not to get above a sea urchin lest a wave take the water out and drop me onto its spines while I poke my head into cracks and holes looking for shellfish. Every once in a while, when the waves get too big, I'll swim out away from the rocks and look around. Yesterday this looking was very interesting. During my search I saw two sharks, a school of big Jacks and a lion fish. The biggest and most impressive things I saw were five manta rays. These, in addition to the three I saw from the dinghy on the way to my snorkeling area, make a personal record of eight mantas in one day.

I even found what I thought was just about the perfect cowrie. The colors on its back looked like a tropical sunset. I carefully pried it from the rock and carried it with me for a while admiring it. Then I realized I couldn't go through with it, I couldn't bring myself to kill this animal just so I could have its shell. So I put it back where I found it and decided I'd just have to wait until I found one that was uninhabited.

One of the things I've noticed in my search for cowries is a yellow coral that seems to trap things in its network of vertical bars. I've seen many old, growth encrusted shells in the clutches of these fan-like formations so I decided that I would focus on these coral heads to see if I could find a newly trapped, recently deceased, empty cowrie. And that is exactly what I found after about 10 minutes of looking. It's not quite the colors I would have chosen, but we now have a very nice example of a Marquesan cowrie and I didn't have to kill the animal to get it.

8.3.2 Hatiheu

Hatiheu is just west of Anaho Bay. It is reported to be a rolly anchorage. Most cruisers hike over the hill from Anaho. I think Nakia made a day trip here by boat once to visit the store

8.3.3 Hakaehu / Puua

Exploring the Marquesas gives this a mention as a good anchorage.

Jacaranda – October 2015: We anchored here in 1993 and met a young couple trying to make a go of raising pigs and farming copra. Now that couple is living in Taiohae but the property (800 hectares) is being run by his brother Germain and son Alfred.

In ancient times, the Pua valley used to have a large population and there are many paepaes still visible along with parts of the royal road. Germain's great great grandmother was at one time the Queen of the Marqueses, she also lived in Hapatoni, Tauata. Now there are a large number of fruit trees (including a lime grove), horses and cows grazing under the coconut palms and a small stream meanders thru the valley. Only 5 houses are inhabited in the valley, many of them by Germain's family members. There is a road that links the valley with other villages.

The hills are all dry vegetation (it's the dry side) but the valley and mountains inland are stunning in late afternoon when there are no clouds on the mountains. Not as spectacular as Fatu Hiva but lovely none the less.

We **anchored** at 08 47.298S 140 10.698W 30' sand bottom with excellent holding. Some roll with about 15 knots coming down the island with a 1.5m confused cross swell. A stern hook would make the anchorage more comfortable when the wind died off in the evening and the boat swung beam on to the swell. But we spent our time on a single hook and it was fine.

The wind direction is usually from the east but will swirl around. It is very dry and brown here and warmer than Bay Anaho since the winds gather the heat off the island. We did not notice any no no's on the beach and could have anchored in closer.

8.3.4 Bay Moutee 08 47.5S 140 11.6W

Jacaranda – October 2015: We explored this bay after seeing it on Google Earth but did not anchor. The entrance starts out at 70' sand and continues with sand all the way to the beach. Further in the bottom gradually shallows to where we turned out at 08 47.477S 140 11.665W at a depth of 20'LW The water was clear and we could have easily gone in another 70-100m and anchored 100m off the beach. There was some swell entering but with a stern hook would have been very comfortable. In settled weather it looked like a decent anchorage. No buildings visible ashore. Wind outside was 15 knots a 1.5m swell.

8.4 Nuka Hiva in Five Days (One Cruiser's Advice)

Kandu January 2017: This writeup compiled by s/v Kandu gives a fairly comprehensive look at the highlights of Nuku Hiva for cruisers who only have a few days to spend before rushing onward.

Leslie with our two sons, Bryce (14) and Trent (12), and I arrived aboard Kandu in late June of 2015, intending to stay only a few weeks (RigneysKandu.com or Facebook.com/rigneyskandu). Instead, we became certified residents of Taiohae, Nuku Hiva so our sons could attend the local college (secondary school), the first Americans to do so. Having been here ten months, we've developed some favorites about what to see and do on Nuku Hiva.

With so many wonders throughout the Marquesas archipelago, it may be helpful to provide cruisers a Nuku Hivan short-list of things to do, in order of priority, were one to only have 1-5 days to spend. This is not meant as a boat owner's description of all available services, but as a cruiser's tourist guide for getting the most out of Nuku Hiva in the shortest time period. If you want additional details of surrounding the sites, Rose Corsair sells a guidebook at her shop on the west side of the bay. Wearing bug spray and a good pair of hiking sandals you can soak in mud, seawater, and streams, plus carrying a roll of toilet paper in a Ziplock, make for a more comfortable Nuku Hiva experience. Of course, spending more time at any one of these locations is preferable, but if you just don't have the time, here are our recommendations:

8.4.1 1st Day, Taiohae, from east to west

Petit Quai (dinghy dock, pronounced “per-TEET KAY”, in order of appearance:

- Chez Henri (Henry speaks English and can help solve most any problem the Marquesan way) (meals \$8-\$10): Internet WiFi with food purchase, mostly Marquesan menu, including the classic Marquesan poisson cru (lime-marinated fresh fish in fresh squeezed coconut milk), fresh squeezed fruit juices or citronade (lime-ade), and bananas you pull off one of the bunches hanging along the tent’s edge to eat with your meal (just as Californians eat tortilla chips with Mexican food). For dessert: gateau beurre (butter cake), ice cream, or firi-firi (French Polynesian donut). No alcohol served (BYOB from Kamake, see below).
- Boutique selling nice shirts, skirts, caps, and Hinano stickers.
- Dive store, filling tanks and taking you out, but no classes.
- Yacht Services Nuku Hiva, Kevin can help you check in and/or with boat problems (the American way). He sells Marquesan courtesy flags, souvenirs, and houses one of the island’s premiere tattoo artists: Moana. YSNH can also set you up with one of their many island tours. Laundry and WiFi are just some of the services he offers.
- Trash and oil dump
- Fresh fruits and vegetable stand, daily 6a-3p except Sundays. (4 a.m. Saturday if you want tomatoes!!!)
- Chez Celina, in the market place at the end of the quay, serves local dishes, (\$6-\$10), cold beer, and Wi-Fi with a purchase. Serves standard Marquesan fare as well as Marquesan dishes with international spiced variations
- Quay restrooms are now pay (\$1, or free when you eat at Celina’s), but not yet well maintained. We “lobbied” to improve this circumstance, asking that they have toilet seats, doors, toilette paper, soap and drying towels. Would also like to see the showers working too. There’s a place to hand wash clothes behind the building near the toilets. During rains, the non-potable water is brown with sediment and stains clothes. Currently no potable tap water in Taiohae, except one of the three free filtered water stations. None close to quai.
- Communal artisan center, more active when a cruise ship passes through. If you see something you like, buy it. It might not be there tomorrow. When larger cruise ships pull into port, Ua Pou arrives to sell inexpensive black pearls.
- Tourist office, with maps and information about the Marquesas. Speak English. Can set you up with tours: Richard Dean and Jocylene speak English. Avg tour cost \$65 pp plus lunch. Tourist office has the best public restrooms on Nuku Hiva!!!!
- Saturday morning flea market (marche de puce), 5-6:30a, fresh seafood and prepared foods. Tuna, wahoo, etc. \$5/kilo. Live lobster, \$15/kilo (out of season Feb-April).
- Magasin Kamake and Magasin Larsson
- Taiohae has 5 general stores and 2 hardware stores. Larssons, next to Kamake sells higher-end items like curries, coconut oil, etc. The store furthest away, past the pharmacy, is open 7 days a week. The one behind the bank, across from the stadium field, is open during lunch, M-Sa.
- Cold anything, including soft drinks, beer (\$2.50-\$3/can), wine, chocolate, meats, cheese, and ice cream

- Fresh baked baguette bread (\$0.70) and pastries daily except Sundays and holidays. Kamake open 5:30-11:30a M-Sa, 2-6:30p M-F, Larsson's opens later.
- Fresh vegetables and inexpensive casse-croute (sandwiches) sold in front of Kamake until 11:30a
- These stores offer free truck rides to the Petit Quai if you have a heavy or large purchase, but you have to ask.

Kou'eva

- Inland ceremonial grounds, restored for traditional cultural festivals.
- Turn right up the center street, between Magasin Kamake and Magasin Larsson
- Walk about a mile up, super small sign on the right side of street marks right turn toward Taiohae's reconstructed ceremonial grounds. It's further than you think and not evident which way to turn . . . ask.
- Walking back to the seafront. As you descend, Chez Bigo hardware store is to your right, just before the bus stop, across the small bridge. They serve cold drinks and packaged snacks like candy bars.
- Moana Nui Restaurant, Pension, and Car Rental
- More European than Marquesan menu (\$12-\$30). Great steak. Serves French-style pizza, beer and wine and mixed drinks.
- More expensive than Petit Quai "Snack" cafes, less expensive than Pearl Lodge.

Cathedral Taiohae

- Ask permission to enter building. Strict protocols.
- Rose Corsair, on the westside of the bay, sells a guidebook for Nuku Hiva that includes descriptions of elements within the cathedral.
- Beautiful woodcarvings inside and out.
- Sunday mass begins with meditative chants at 7a, reg. mass at 8a, ends 9-9:30a
- Look for the Marquesan version of the Christian cross (previously Marquesan symbol for southern cross, I think). Butted together, the Marquesan cross looks like a pattern of men.

Tohua Temehea

- Seaside ceremonial grounds, built for traditional cultural festivals since 1989.
- Read the informational sign on-site (in French and English) for details

Melville Monument

- Tucked in on the shore side, neighboring the western cemetery.
- Wonderfully carved tree stump with weathered roof top and missing elements, shows the path he hiked out of Taiohae and over to Taipi Vai
- This is where Melville reportedly jumped ship and headed for the hills.

Joel's Bella Pizza

- Great pizza, (\$12.50-\$18; \$3 delivery to Petit Quai), a less expensive alternative to Moana Nui Restaurant's pizza. The "Indian" and "Petit Quai" are our favorites.

- Better than the pizza are the desserts, tiramisu and cheesecake (\$4, large slices)

Restaurant and Marquesas Museum at Chez Rose's
(American cruiser, arrived in 1972, moved here in 1977.)

- Far west side of bay. Never know when it's open. Knock. Great exhibit.
- Sells a great Nuku Hiva guidebook in multiple languages.
- Restaurant serves an excellent hamburger.
- A more casual Friday night happy hour than Pearl Lodge, Kevin sometimes sets up a taxi from his YSNH shop to transport cruisers to and fro.
- Free WiFi, password free (some anchor their boats at this side of the bay to closer to her wifi).

Pearl Lodge

- Nuku Hiva's gorgeous (expensive) bar, restaurant (\$18-\$40), hotel (\$225/night). Very nice!
- Beautiful view of Taiohae Bay.
- Friday evening Happy Hour, half off beautiful \$14 cocktails (or as I see it, two for the price of one!)

Swimming

- Remember in the Marquesas, beach equals no-no's. They breed in the sand between fresh and seawater. Usually, the whiter the sand, it seems, the greater the no-no's.
- Kouvea beach to the east, in front of the French Administrator's residence
- Beach to the west, in front of Rose's place, but more no-no's than Kouvea
- Colette's Bay, see "Hikes" below.
- Sharks?
 - Cleaning boat bottoms and swimming in the bay have not been a problem for us or anyone else. Locals say sharks are a problem, but Kevin from Nuku Hiva Yacht Services and the Fire Dept. haven't heard of an incident. Kevin says he is never concerned about jumping in to the bay to fix a boat.
 - Not advisable to swim near the Petit Quai as sharks feed on fishermen's scraps. That said, many cruisers have dived here for lost items without incident.

Hikes (Randonee, in French)

- Moderate, but sometimes steep. Bring water and toilette paper.
- Between 1.5 and 2 hours R/T at steady pace.
- Leave early in the morning, before it gets hot, before 7 am is best.
- Sentinal/East bay mouth, take upper road above fuel station to maintained dirt path. Ask any locals how to get to the start.
- Taiohae overview vista, walk up the center road, as done for Kou'eva, until you get to the top for a stunning view (hitch hike if you don't want to walk).
- Colette's Bay, over the ridge on the other side of the bay's west side, . . . path starts above Rose's motel. Turn right above the motel, then another immediate right, walking down and

curving left. Stay on main dirt road until you reach top of saddle/ridge. Turn left, opening and closing the barbed-wire gate. (If you turn right, you're on your way to Hakau Bay, a much further hike, so ask in advance where the paths turn). Colette's Bay is where Survivor Marquesas filmed their challenges. Great swimming beach. Remember, beach equals no-no's.

8.4.2 2nd Day, Car Tour

Hire a guide for a driving tour (\$50-\$120pp). Richard, Jocylene, and Kevin speak English. Ask Tourism Henri, Rose, or Kevin to help you find a guide. Or go solo, diesel 4x4 rental is about \$120/day plus fuel.

- Taipi Vai, Tohua ceremonial grounds (toilets often available) w/modern stone tiki
- Hoomi, see church and visit with Pena, a sculptor (toilets available in Hoomi)
- Hatiheu
 - Road from Taipi Vai to Hatiheu and beyond becomes rough dirt, requiring 4x4.
 - Once arrived, visit the archeological ceremonial grounds, see petroglyphs
 - Check out the Marquesan history exposition. Great history of Anaho too.
 - Virgin Mary statue atop pinnacle southwest side of bay.
 - Chez Yvonne's for lunch (toilets available). Feed baguette piece to the fresh water eels adjacent her restaurant.
- Aakapa vista point, beautiful Attitoka mountain ridge. From Hatiheu to Aakapa and especially beyond, requires 4x4 driving skill. If it were raining, I'd pass on going to Aakapa and/or beyond.
- Some drive from there (Aakapa) directly to the airport, but told it can scratch cars.
- Drive across central plateau toward airport (or from airport, depending on how you drove there). This area is called 'Too Vii' or as some call it, mini-New Zealand, with its fresh air and pines.
 - Stop at vista points at the top of the mountain ridge, including Nuku Hiva's Grand Canyon.

8.4.3 3rd Day, Hakatea Bay and Hakau Valley

- Buy fresh baguettes to give to locals as gifts the same day you buy it.
- Leave Taiohae, sail west to Hakatea and anchor on the eastern bay ("Daniel's" Bay, where Survivor was shot. Daniel passed away a few years ago) (1-1.5 hr motorsail). Careful, lots of no-no's, some even fly to the anchored boat.
- Walk west along bay's north shore to Hakau Bay.
- Wade through river to other side (good place to run your dinghy to give it a fresh water internal rinse)
- Along the way, make lunch reservations for your return trip (4 hrs R/T) with one of the valley families. Teiki and Kua, as you enter the village, are favorites, but all meals from any family here are great. \$10pp.
- Walk to one of the world's most breathtaking waterfalls, following a not so carefully marked path. Walking through the stream is sometimes safer than negotiating slippery rocks and tree

trunks over the stream. After three trips prior, we went with a guide, Thierry, and saw three times as much, and more safely.

WARNING: Rocks can fall from atop, esp. open field close to falls. Move quickly and quietly when adjacent cliffs. Don't attempt this hike if raining, or rain predicted. Swimming to fall's base places you in danger of falling rock. Fresh water eels live in pond and in stream. Not harmful, but they nip.

- Wear bug repellent and re-apply after swimming in waterfall pond.

8.4.4 4th Day, Anaho Bay

- Sail to Anaho, on the northeast corner of Nuku Hiva. About a 6 hour motor-sail. Careful the rock on the SE corner of the island, off Controller Bay and Tikapo pt.
- One of the most scenic and protected bays in the Marquesas. It's where Marquesans go to vacation. Can't help but sing the Bali Hai song from the musical South Pacific.
- To protect the coral, anchor south of the coral carved dinghy path.
- Good snorkeling, safe (no sharks, sometimes jellyfish), clear, often times manta rays. Don't eat any fish caught there. (Ciguatera).
- Fresh spring water available on the beach for drinking and bathing.
- Careful, no-no's on the beach and more so to the east.
- Good surfing and a plantation on the beach over the small hill to the east, but be warned—mega no-no's on this beach, so run to the surf.
- Many artisans live in this bay, including a well-known Marquesan tattoo artist, Moana, when he's not in Taiohae.
- Another Moana, Moana Sr., owns the neighboring fruit and vegetable farm and has re-opened a small pension that serves meals. This makes two pensions that sometime serve meals, but difficult to count on. Usually about \$10 a large plate of local fare.
- Nice hike up and over western ridge to Hatiheu and back (2.5 hr R/T), start early as it gets hot. Easier coming back than going. Some say they walk it in half the time.

8.4.5 5th Day, Controller's Bay (Taipi Vai) or Hanapani

Northern Swell = Controller's Bay's Bays to the southeast of Nuku Hiva

- Sail south along the east coast, sharp turn around the SE corner of Nuku Hiva (careful, there's still that killer rock off the point to worry about)
- Hoomi to the east, Hakapuvai to the west, Taipi Vai in between.
- Coral surrounds these bays, so anchor down the middle of each bay.
- West side bay only good if no swell.
- Hakapuvai & Hakapaa (anchoring), the other Survivor beach.
 - We anchor in Hakapaa, the bay to starboard, more easterly, where there are pigs roaming the beach and a pretty waterfall (easy, short hike) in the back, to the west (left when facing inland from your cockpit).

- Hakapuvai, to the west, has a beach of shells.
- Snorkeling over coral in both bays.
- Occasionally no-no's can reach the boat.

Southern Swell = Hanapani Bay to the northwest of Nuku Hiva

- Haven't been here yet, but told that
- When the swell allows, for those who prefer remote white-sand beaches and clear water without other boats nearby, this is the place for you. Just west of Aakapa. Aakapa is not good for anchoring. Pua, to further west than Hanapani, is quiet as well, but a landscape just a tad less "magnifique."

9 EIAO

Exploring the Marquesas Islands says: 60 miles north of Nuka Hiva lies the rugged crescent-shaped island of Eiao (Ay-ee-ow). This island is not the dream destination for all cruisers. If, however, you enjoy lonely windswept, desolate nature preserves, Eiao is a paradise.

10 Moving on to the Tuamotus

Download our Tuamotus Compendium here:

<http://svsoggypaws.com/files/index.htm>

11 Appendix A – French Weather Terms

I copied this from somewhere online (sorry, don't remember where). All cruisers headed for French-speaking locations should purchase [French for Cruisers](#) before they leave!!

est stableis stable
remonteis rising
	...baisse./...chute	...is dropping/....is falling
	A ... heures Temps Universal (TU)	At ... Universal Time
	a la fin	at the end
	ailleurs	elsewhere
les	alizes	trade winds
l'	amelioration	improvement
l'	anticyclone(A)	high (H)
	au debut	at the beginning
l'	averse	showers
	Avez-vous la (prevision) meteo?	Do you have the weather forecast?
l'	avis	warning
les	bancs de brouillards cotiers	coastal fog banks
le	barometre	barometer
	bientot	soon
la	brise de mer	sea breeze
la	brise de terre	land breeze
la	brouillard	fog
la	bruine	drizzle
la	brume	fog
le	Bulletin cote	coastal forecast
le	Bulletin grand large	high seas forecast
le	Bulletin large	offshore forecast
le	bulletin meteo	weather report
le	Bulletin meteorologique Special (BMS)	Special Weather Bulletin
la	carte meteo (-rologique)	weather map
	ce soir	this evening
	centre	center
	cet apres-midi	this afternoon

	cette nuit	tonight
le	ciel	sky
	clair	clear
	couvert	overcast
le	creux	trough
le	CROSS	CROSS(broadcasts weather)
le	cyclone tropical	tropical cyclone
	dans le nord	in the North
	dans le quadrant sud-est	in the southeastern quadrant
	dans un rayon de 20 mn autour du	within a 20 nm radius of
	degage	clear
le	degre	degree
le	deplacement	movement
la	depression(D)	low(L)
	devenant	becoming
le	diametre de l'oeil	diameter of the eye
la	dorsale	ridge
l'	echelle de Beaufort(B)	Beaufort scale
	eclaircie	sunny period
les	eclairs	lightning
	en cours	in progress
	en journee	during the day
	ensoleille	sunny
	epars	scattered
	est	East
	et au sud du 21 nord	and South of 21 North
la	force	force
la	foudre	lightning that strikes something
	fraichissant	freshening
	front chaud	warm front
	front froid	cold front
le	grain	squall
la	grele	hail

les hectopascals(hpa) millibars
 heure locale local time

l' humidite relative relative humidity
 Il fait un temps de chien The weather is awful.
 Il pleut It is raining
 Il y a une alerte cyclonique There is a hurricane warning
 isole isolated
 La mer est agitee moderate Force 4 1.25 – 2.5 m
 La mer est belle smooth Force 2 0.1 – 0.5 m
 La mer est calme Calm – glassy Force 0 0 m
 La mer est enorme phenomenal Force 9 (>) 14 m
 La mer est forte rough Force 5 2.5 – 4 m
 La mer est grosse high Force 7 6 – 9 m
 La mer est peu agitee slight Force 3 – 5 0.5 – 1.25 m
 La mer est ridee Calm – rippled Force 1 0 - 0.1 m
 La mer est tresse grosse very high Force 8 9 – 14 m
 La mer est tres forte very rough Force 6 4 – 6 m
 la nuit at night
 le long du 20 ouest Along 20 west
 Le vent va fraichir. The wind is supposed to increase.

la ligne de grains squall line
 localement locally
 matin morning

les millibars millibars
 moderer moderate
 mollissant moderating

la neige snow

les noeuds (nd) nuh knots (kts)
 nord North
 Nord-est Northeast
 Nort-ouest Northwest

les nuages clouds
 nuageux cloudy

occasionnel occasional
 On attend une grosse houle d'ouest vendredi There is supposed to be a large swell from the west on Friday
 On s'attend à avoir des grains We're supposed to get squalls.
 On va avoir du mauvais temps We're going to have bad weather
 l' onde tropicale tropical wave
 l' orage thunderstorm
 orageux stormy
 ouest West
 parfois sometimes
 la perturbation disturbance
 la pluie rain
 plus tard later
 la position position
 la position prévue forecast position
 la pression atmosphérique atmospheric pressure
 la prévision météo or just (météo) weather forecast
 prévu forecast
 prochain next
 Quel beau temps ! What nice weather
 la rafale gust
 revenant backing
 s'atténuant dissipating
 s'atténuant dissipating
 s'étendant jusqu'à 180 mn extending up to 180 ns
 s'orientant turning to
 se comblant filling
 se décalant versmoving forward
 se dissipant dissipating
 se approfondissant deepening
 se renforçant ...lentement strengthening ...slowly
 le secteur sector
 la service de météo weather service, met office

la situation general synopsis
 stationaire stationary
 sud South
 Sud-est Southeast
 Sud-ouest Southwest
 suivant following
 sur l'extreme nord-est in the extreme Northeast
 la temperature temperature
 la tempete storm
 la tempete tropicale tropical storm
 temporaire temporarily
 le temps weather
 le temps a grains squally weather
 la tendance ulterieure outlook
 le thalwegtrough
 le tonnerre thunder
 la trajectoire du cyclons track,hurricane
 la trombe waterspout
 valable a partir du valid beginning
 valable jusqu'au valid until
 variablevariable
 variable depressionnaire variable in depression
 venant becoming
 le vent wind
 vent - fort coup de vent strong gale Force 9 41 – 47 kts
 vent - bonne brise fresh breeze Force 5 17 – 21 kts
 vent - calme calm Force 0 0 – 1 kts
 vent - coup de vent gale Force 8 34 – 40 kts
 vent - grand frais near gale Force 7 28 – 33 kts
 vent - jolie brise moderate breeze Force 4 11 – 16 kts
 vent - legere brise light breeze Force 2 4 – 6 kts
 vent - ouragan hurricane Force 12 64(+) kts
 vent - petite brise gentle breeze Force 3 – 5 7 – 10 kts

vent - tempete	storm	Force 10	48 – 55 kts
vent - tres legere brise	light air	Force 1	1 – 3 kts
vent - vent fraise	strong breeze	Force 6	22 – 27 kts
vent - violente tempete	violent storm	Force 11	56 – 63 kts
vent assez fort	fairly strong wind	Force 6	22 – 27 kts
vent dominant	prevailing wind		
virant	veering		
visibilite	visibility		
visibilite mauvaise	poor visibility		
visibilite bonne	good visibility		
visibilite entre 2 et 5 milles marins	Between 2 & 5 nm		
Visibilite inferieure de 2 milles marins	less than 2 nm		
visibilite superieure a 5 milles marins	greater than 5 nm		
la vitesse	speed		
la zoine de hautes pressions	high pressure area		
la zone	zone		
la zone de basses pressions	low pressure area		