The Marquesas Compendium
A Compilation of Guidebook References and Cruising Reports

Figure 1 Bay of Virgins photo by Dave McCampbell of Soggy Paws

IMPORTANT: USE ALL INFORMATION IN THIS DOCUMENT AT YOUR OWN RISK!!
Rev 2020.1 – June 12, 2020
Please send us updates to this guide!

Keep the Marquesas Compendium alive by being a contributor. We are especially looking for information on places where we have no cruiser information and new information on existing content. It’s easy to participate and will help many other cruisers for years to come.

Email Soggy Paws at sherry –at- svsoggypaws –dot- com.
You can also contact us on Sailmail at WDI5677

The current home (and the most up to date) version of this official document is http://svsoggypaws.com/files/#frpoly

If you found this compendium posted elsewhere, it might not be the most current version. Please check the above site for the most up to date copy and remember, it will always be free!
Revision Log

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

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I would like to extend a Huge Thanks to
Christine Mitchell of s/v Sugar Shack for updating this Compendium
and
Chuck Hoolihan of s/v Jacaranda for his unfailing dedication to cruisers’ information in French Polynesia
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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It is not intended to replace the guidebooks or charts, but to supplement out-of-date guides with recent cruiser first-hand reports, and fill in places that the guides don’t cover.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

The official Govt of France website:


1.1.1 Entry Procedures for Non-EU Citizens

To read the most up-to-date and detailed information on Visas, visit http://www.jacarandajourney.com/other-good-stuff.

At the above website, under “Other Good Stuff” you will two documents related to visas in French Polynesia.

- Long-Stay Visas
- 90-Day Visa for French Polynesia

The information here in this document is NOT the most current information. Visit the link above for the most up to date information on the French Polynesia Bond, 90-day visas and long-stay visas.

The document found in the above link should supersede anything written below about visas, which is older and less complete.

Most “first world” nationalities are granted a “Visa On Arrival” good for 90 days. If you are an EY citizen you do not need a visa. Some countries in SE Asia and S. American require a 90-day visa in advance. 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 must apply for a “Long Stay Visa” (see above link for current visa procedures) PRIOR to arrival in French Polynesia. Some countries (ie Thailand) require a visa ahead of time.

Note that if you are American or Canadian, and your 90-day visa is running out, whatever you do, get cleared out of Tahiti before your visa expires.

**NO VISA EXTENSION IS POSSIBLE IN PAPEETE.** Except under exceptional circumstances... medical issues, severe boat issues, etc, **you cannot get a visa extension on the spot in Papeete.** Getting a little extra time for a legitimate reason is possible, but those situations take a lot of paperwork (not covered in the normal agent fees).

Your visa normally starts when you clear in to your first port Marquesas (Nuku Hiva, Hiva Oa, or Ua Pou), Gambiers (Mangareva), Australs, or Tuammutotus (Rangiroa). But sometimes that isn’t the exact date, so check your passports.

Flying out and flying back in before the end of your allotted 90 days does NOT ‘reset’ the visa. It merely stops the clock. Re-entering French Polynesia 6 months from your first clearance, however, you should be given another 90 days.
The only other way to legally stay longer is to apply for a Long Stay Visa at a French Embassy/Consulate before you leave for French Poly. Panama is the quickest and easiest embassy to obtain your LS visa. You need to make 2 trips in person to the same French Consulate with your passports, about 1-3 months apart (depending on the country you submit your application), and have a lot of other paperwork done. You may also obtain your LS visa in Mexico, Chile, the U.S., and Canada.

April 2019 – Renewing Cartes de Sejour: (ed note: paraphrased from an email I was copied on) We had Tahiti Crew handling our Long Stay Visa (Cartes de Sejour) renewal, and we had moved on to Raiatea (as planned and as previously communicated to Tahiti Crew) when Tahiti Crew informed us that we needed to make an in-person visit to the HC office in Papeete to complete the visa renewal. After some investigation on our part, it turned out that they were mis-informed (thankfully we didn’t have to sail or fly back to Papeete!), and we were able to make our appearance at the HC office in Raiatea instead of Pape’ete. – Cool Change

1.1.2 The French Polynesia Bond (Repatriation Guarantee)

To read the most up-to-date and detailed information on the FP Bond and Long-Stay Visas, visit http://www.jacarandajourney.com/other-good-stuff.

Please note that the information below in this document is NOT the most current information. Visit the link above for the most up to date information on the French Polynesia Bond, 90-day visas and long-stay visas.

Sept. 2018: This write up explains the types of bonds and what 90 days really means, etc. Hoping that helps clarify some of the question’s folks have on the general 90-day visa.

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 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. – Jacaranda

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.

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. – Soggy Paws

1.1.3 Long Stay Visa

To read the most up-to-date and detailed information on Long-Stay Visas, visit [http://www.jacarandajourney.com/other-good-stuff](http://www.jacarandajourney.com/other-good-stuff).

The above link, under “Other Good Stuff” are two documents related to visas in French Polynesia.

- Long-Stay Visas
- 90-Day Visa for French Polynesia

Please note that the information below in this document is NOT the most current information. Visit the link above for the most up to date information on the French Polynesia Bond, 90-day visas and long-stay visas.


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 an 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.

- Panama: [http://ambafrance-pa.org/](http://ambafrance-pa.org/)

- A full list is here: [http://www.mfe.org/index.php/Annuaires/Ambassades-et-consulats-francais-a-l-etranger](http://www.mfe.org/index.php/Annuaires/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).

**2015-2016:** Notes on the overall process (see above link for most up to date information). I am traveling on an EU passport and Linda on a U.S. passport. This information only pertains to non-EU citizens. – Jacaranda

**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.

What Linda provided when applying for her LS visa was the following:

- Copy of Passport (main information page)
- 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)
- (2) Passport photos (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 ensuring her insurance did not expire during her 1-year renewal period.

If it cannot extend your insurance, print a copy of the “auto renewal” page of the DAN website so show that it will auto renew during your visa 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**

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. Unless you are married and can provide your marriage certificate, then it is one stamp per couple.

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.

1.1.4 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.

The Pacific Puddle Jump group negotiates 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. – Soggy Paws

April 2019: We used Tahiti Crew Agency to help us with our long-stay visa and fuel certificate. We found them very responsive, friendly, and willing to help you with anything (for a fee). They speak the local language (French and Tahitian), have relationships with most of the officials in Tahiti and they have the expertise to assist you with anything you may require during your stay. It was well worth the money to engage them. – Sugar Shack

1.1.5 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.

1.1.6 Custom Patrols

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.

1.1.7 Arriving and Departing Crew
Air Tahiti www.airtahiti.aero offers domestic flights to other destinations in French Polynesia, and Air Moorea www.airmoorea.com makes the short hop to Moorea several times daily. Charters flights such as Air Archipel are available on request. Helicopters are one other option.

If your friends (or you) want to see more of French Polynesia, be sure to have them check out Air Tahiti’s multi-island Air Pass. www.airtahiti.com/articles.php?id=69

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 **Yacht in Transit - Spare Parts**


Sept. 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 alot 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 Euros = 119,33 Cfp, 1 Usd is currently approx. 87 Cfp). DHL can be both your shipper and your agent. – Noonsite

1.2 **Manuevering and Anchoring in the Marquesas**

1.2.1 **Marine Protected Areas**


If you can’t find it there, the 2018 version can be found here: [http://svsoggypaws.com/files/Marine%20Protected%20Areas%20in%20French%20Polynesia%202018.pdf](http://svsoggypaws.com/files/Marine%20Protected%20Areas%20in%20French%20Polynesia%202018.pdf)

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

1.2.2 **Anchoring in Coral**

Please remember, we are guests visiting this country, islands, and backyards of the lovely locals. We must take responsibility to protect the lagoons.

**Anchoring Conditions in the Marquesas** (from Soggy Paws):

In most of the anchorages in the French Polynesia, your anchoring conditions are

1. Solid coral bottom
(2) Sand with a lot of coral heads

(3) Sand with a few coral heads (rare)

The water depth is usually 35-50 feet, and the coral heads are 4-5' off the bottom, and scattered on the bottom at about every 6-10 feet or so, with sand in between. This is a perfect setup to badly wrap your chain, damaging the coral and endangering your boat.

If your chain gets wrapped close to the boat, you no longer have the ‘catenary’ of chain that provides a shock absorber when the wind blows or the waves get big. You can snap the chain, or break bow rollers and windlasses in this situation.

**Anchorages with coral bottoms, bommies, or rock surfaces:**

To minimize the problems and the risks, after experimenting some, we buoyed our chain to make it hang in the water above the coral heads. This turned out to be a pretty neat arrangement.

Using readily-available ‘pearl farm’ buoys, which can be found on any windward beach in French Polynesia, we tied 2 together with a short line, and fastened a snap shackle in the middle of the short line. This was our float. A big fender would probably work pretty well too, as illustrated above.

We did our best to drop our anchor in a sand spot, set out a normal amount of chain (only 3x-4x the water depth, due to the deep water), and back on the anchor until we were sure it was set well. Then we gently pulled in enough chain to equal approximately 1.5x the water depth, snap on our 2-buoy contraption, and gently let the chain back out. The snap shackle makes it easy to attach and detach as you are anchoring.

In a typical 35-foot anchorage, the buoys would be snapped on our chain about 50 feet from the bow roller.

This leaves about 30-40' of chain laying on the bottom, where it might wrap, but also provides the correct angle of pull for the anchor. But the last 100' of chain is neatly suspended about 10' above the tops of the coral heads. (Depending on the weight of your chain and the size of your buoys, experiment with buoy-to-chain ratio to make it like this).

If the wind switched, we would probably wrap the first 30-50', but we always have more chain we can let out. We initially only deployed one float, but had a second set of buoys ready to deploy, in case we needed to let out more chain.
The snap shackle is not absolutely necessary, but it does make it easy to snap on and remove a pair of buoys in a few seconds, as the chain is coming in or going out. This is pretty important in case you need to up-anchor quickly. The shackle only has to hold a few hundred pounds of chain, in water, so it doesn't need to be super-hefty. Caribiners or something similar might be scrounged out of your spare hardware box to do the trick.

If your chain does get wrapped...

If you are in a storm situation, it is critical to maintain some free chain. Boats have successfully weathered bad storm situations by going to a really long really strong snubber and/or letting out more chain as their chain gets wrapped (having a spare buoy rigged for this would make a lot of sense).

In some deep anchorages inside the lagoon, it can be difficult to see the bottom snorkeling, and therefore difficult to see what’s going on when your chain seems stuck. It is USUALLY possible to unstick your chain without diving on it—patience and calm weather are helpful. A snorkeler in the water can be helpful. But this is a time where having a dive tank can be a big help—even if you’re not an active diver.

Not anchoring in coral... After spending two season in the French Polynesia, we found that if you can make your way to the windward side of the island or atoll, there are usually spots where the sand has been pushed over the coral reef in big storms, and they make good sandy anchor spots in shallower water with only scattered heads.

1.2.3 Using Out-Island Moorings

As of Jan. 2020, there are no out-island moorings in the Marquesas. However, if you would like to read about proper usage of these moorings please review either the Society Compendium or the Tuamotus and Gambier Compendium for more information.

1.3 Weather

1.3.1 Weather Sources

2020: Download "Weather Information That We Use in French Polynesia" complete with all services and files used while cruising in French Polynesia http://www.jacarandajourney.com/other-good-stuff

This includes what we use with internet access and without internet access. It includes many sources from Soggy Paws plus other sources. One section is the format to have weather sent to your email address every day at a specific time.

2010: We (Soggy Paws) found 7 possible sources of weather useful while away from internet.

1. The French Polynesia text forecast is available via Saildocs for both 1 day and 3-4-day forecasts. Download a picture of the French Poly weather zones here: https://meteo.pf/fr/bulletin-meteo-marine

The 1-day French Polynesia text forecast available via Saildocs in either French/English To: query@saildocs.com

Body of email:French 'send fr.poly' or English 'send fr.poly.en' to request.

The 3-4 day French Polynesia text forecast available via Saildocs in either French/English To: query@saildocs.com

Body of email:

send http://www.meteo.pf/previsions.php?carte=me
(Meteo France Med Range FP weather in French)  
(Med Range FP in English - Not perfect - new service still with some minor bugs)  
Eric from s/v Sarana has graciously made a translator from the French versions to English. If Sarana’s translation is not available, there are French weather terms provided in Appendix A.

The French forecast 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. Most of the Societies are in C40 and C45. Here’s an example of the C40 forecast.

**EST MARQUISES**

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

![Figure 3 - French Forecast Areas](image)

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.

2. The Fiji Met office

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 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.
There are two ways to display “fleet codes”. One is a standalone program called Physplot. Download here:

http://www.softsea.com/download/PhysPlot.html

As of 2019, Windows 10 latest version runs PhysPlot fine.

The Nadi Fleet Forecast as Decoded by PhysPlot.

The second method is by using an OpenCPN plug in for fleet code. This plugin is called IAC Fleet Code and can be downloaded from the OpenCPN Plugin Page https://opencpn.org/OpenCPN/info/downloadplugins.html.

3. NOAA Hawaii High Seas Forecast. 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.

4. 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 FP. 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.

5. 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).

<table>
<thead>
<tr>
<th>PRODUCT</th>
<th>TRANSMISSION TIMES (Local) &amp; Freqs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1200 SW PACIFIC MSL ANAL</td>
<td>3247.4 5807 9459 13550.5 16340.1</td>
</tr>
<tr>
<td>1800 SW PACIFIC MSL ANAL</td>
<td>0715 0630 0645 0700</td>
</tr>
<tr>
<td>TRANSMISSION SCHEDULE</td>
<td>1230 1245 1300 1315</td>
</tr>
<tr>
<td>0000 SW PACIFIC MSL PROG H+ 30</td>
<td>1330 1345 1400 1415</td>
</tr>
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<td>0000 SW PACIFIC MSL PROG H+ 48</td>
<td>0000 SW PACIFIC MSL ANAL</td>
</tr>
<tr>
<td>0000 SW PACIFIC MSL PROG H+ 72</td>
<td>1630 1645 1700 1715</td>
</tr>
<tr>
<td>0000 SW PACIFIC MSL ANAL</td>
<td>1830 1845 1900 1915</td>
</tr>
</tbody>
</table>
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)

6. Hawaii Weather Faxes

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

On the Web

The latest copy of the Hawaii schedule is available as a text email via Saildocs or online at https://www.weather.gov/media/marine/hfhi.txt

The Streamline is available at this URL: https://www.weather.gov/images/hfo/graphics/stream.gif

The Sat Photo is here: http://aviationweather.gov/data/obs/sat/intl/ir_ICAOF_bw.jpg

Getting the Hawaii Faxes via Email from Winlink or Iridium email

For a help file on getting Hawaii Faxes via email:
https://www.weather.gov/media/marine/ftpmail.txt

You can request this help file via Saildocs by sending the request
Send <url>

Here are the files I've been sampling using NOAA's FTP file server because I don't find these in the Winlink catalog and Sailmail won't offer graphics files/attachments.

This just boils down to sending an email to winlink with some special commands in the body of the email. They require opening up your file size limit (to 40K in some cases) but one or two are practical with a good connection, without using up all one's time. These are the same products available via wxfax IF propagation supports getting them in a viewable, usable form, and IF the timing fits the crews' other plans. So the FTP option is just another arrow to have in the quiver.

- PJFB10.TIF - Pacific Wind/Wave Analysis 30S-30N, 110W-130E (Most Current)
- PWFE11.TIF - 24HR Pacific Wind/Wave Forecast 30S-30N, 110W-130E (Most Current)
- PJFI10.TIF - 48HR Pacific Wind/Wave Forecast 30S-30N, 110W-130E (Most Current)
- PWFA11.TIF - Pacific Streamline Analysis 30S-30N, 110W-130E (Most Current)
- QYFA99.TIF - Tropical Surface Analysis 40S-40N, 100W-120E (Most Current)
- PBFA11.TIF - Significant Cloud Features 30S-50N, 110W-160E (Most Current)
- PYFE11.TIF - 24HR Pacific Surface Forecast 30S-50N 110W-130E (Most Current)
- PYFI11.TIF - 48HR Pacific Surface Forecast 30S-50N 110W-130E (Most Current)

No subject; use the following format with one or more files listed: open cd fax get PJFI10.TIF quit

I'm finding that connecting to the Winlink Hawaii station must be done the evening before I do a morning weather report (in order to connect). -- s/v Whoosh

7. 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) and/or to get on his email list, 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.wordpress.com, and enter your email address.

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

1.3.2 Weather Sources - Voice

2019 verified (2016): Gulf Harbor Radio from New Zealand gives specific location weather on the SSB. This is a free service (donations accepted) but you need to register with them first. We have heard excellent comments about their weather reporting. Usually they do not cover FP but I assume that is because many people here do not know about them. They do give weather for the area between Bora Bora and Tonga and further west. -- Jacaranda
- Freq: 8.752 19:15Z
- Alt Freqs: 8.779 & 8.297
- Contact them via email at weather@ghradio.co.nz

Register at Yachts in Transit New Zealand www.yit.co.nz and send in your position reports via YIT.

If you have internet, you can listen to the Gulf Harbor Radio broadcast via livestreaming on YouTube. (May-Dec only, see link on their website).

From the Yachtsmen's Guide issued by the Tahiti Tourism Board - In French only Météo France : tél. : 36 70 08 (forecaster on live) www.meteo.pf.

VHF Channel 26 and 27 (listen for the ‘MSSA Papeete’ announcements on VHF 16 for when the broadcast is).

By BLU (Mahina Radio) on 8803 KHz at 8:45 / 11:00 / 12:00 a.m. and 2:30 / 4:30 / 8:00 p.m.; and on 2182 KHz and then 2620 KHz at 8:03 / 8:33 a.m. and 6:03 / 6:33 / 9:00 p.m. (times are all local Tahiti time, -10UTC)

RFO transmits weather reports on

- FM at 89 and 91,8 MHz, on
- AM at 738 MHz, at 5:55 / 6:57 / 7:57 / 10:30 a.m. and 5:55 p.m.

MRCC Papeete:
8803Mhz 07:30, 16:30, (special bulletins if Bft 7+, 12:30, 20:30)
VHF 13 (for the societies) 06:30, 12:00, 16:00, 20:00
VHF 26/27 Iles sous le vent

Radio polynesia 1 (Tahiti-Time, all french)
mon-fri: 05:10, 18:26; sat-sun: 06:10, 18:26
AM: 738Mhz
FM: polynesie.la1ere.fr/les-frequences-radio.html

1.3.3 Weather Sources – Internet

Soggy Paws has compiled a bunch of specific South Pacific weather links on their website. These are mainly for French Polynesia, westward to NZ, and northward to Hawaii. These are all the government office forecast products that are useful. (and a few non-govt sites)

Windy.com: Of course, everyone’s go-to internet weather these days is Windy.com. With this tool (either a web page or an app on a mobile device), you can look at both the ECMWF and GFS predictions and overlay additional information.

New Zealand Met

Current surface analysis & near term forecast:

These are great maps in small (PNG) format--about 16K per map. But not easily downloadable via email (appears to be no fixed product name for the graphics, unlike other offices' websites).

NOAA Charts in Color from Hawaii
Though these are highlighted in color (much easier reading), they are small files, only about 30K each.

Current Streamline and Streamline Loop:

https://www.weather.gov/images/hfo/graphics/stream.gif
https://www.weather.gov/images/hfo/graphics/streamloop.gif

24, 48, 72 Hr SFC Prog for Entire Pacific
https://www.weather.gov/images/hfo/graphics/24hrsfcprog.gif
https://www.weather.gov/images/hfo/graphics/48hrsfcprog.gif
https://www.weather.gov/images/hfo/graphics/72hrsfcprog.gif

Full List of Hawaii Marine Weather Products: https://www.weather.gov/hfo/analyses

Satellite Pictures

This is likely available on a marine weather site somewhere, but here's the link I use for Pacific Satellite:
http://aviationweather.gov/data/obs/sat/intl/ir_ICAO-F_bw.jpg

This picture is updated about every 15 minutes, and if you download and save successive files, you can get a fairly nice moving satellite picture. There are better moving satellite pictures available elsewhere, if you have the bandwidth, but in low-bandwidth situations, this will almost always work.

FIJI Met Office


They have some very good products, but some of them only start coverage west of 155 degrees West.

French Polynesia Met Office

Text forecast https://meteo.pf/fr/bulletin-meteo-marine

36 Hour Forecast Map https://meteo.pf/fr/isofronts

Bob McDavitt's Weekly Weathergram

Subscribe by emailing: bob@metbob.com

Bob produces a weekly summary of the weather and is delivered on Sunday mornings. It’s an excellent source of the big picture with more detailed information on various locations in the SP. Bob has two types of weekly "weathergram" emails... one WITH GRAPHICS and one as text only.

For text data that works best with Airmail (Sailmail & Winlink)

Works best with internet email program like Gmail or Yahoo, etc.

Weathergram with graphics is at http://metbob.wordpress.com, Click FOLLOW at bottom right to subscribe. To unsubscribe from WordPress: click the "unsubscribe" link on the bottom of the email. Or, if email wasn't from WordPress then send a reply email saying LEAVE.

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

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

Gulf Harbor Radio Daily Weather

Gulf Harbor Radio “live streams” their daily HF/SSB weather broadcast for the western Pacific. (Mon-Friday, May-Dec only). Find the livestream link on their website:  http://ghradio.co.nz
### 1.3.4 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.

1. 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. Purchase online: Waypoint Books, Bluewater Books If you can’t find it, email Bob at bob@metbob.com

2. 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. Download from here: http://svsoggypaws.com/files/index.htm

3. David Sapiane’s Weather for the Yachtsman. I downloaded this document from the Gulf Harbor Radio Site http://ghradio.co.nz

4. Some practical tips on planning a passage can be found here: http://www.pacificyachtdeliveries.co.nz/weather.htm

5. The Hacking Family has a great circumnavigation website, and their South Pacific weather page is here: http://hackingfamily.com/Cruise_Info/Pacific/SPacific_Weather.htm

6. Check the Pacific Puddle Jump ‘Files’ section on Weather, there are usually some good, updated documents there. http://groups.yahoo.com/group/pacificpuddlejump/

7. 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

### 1.3.5 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. http://www.locusweather.com

Another source of Pay-For professional 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).
1.3.6 Obtaining Free Weather Information from Saildocs (via Low Bandwidth email)

Most of the information in this subsection was compiled by SY Taitonga in 2019.

Via query@saildocs.com it is possible to get weather information with a low bandwidth (e.g. SSB or Iridium or slow internet ...):

- Grib files (displayed on OpenCPN (we use zygrib.org as well for ECMWF-Model)
- Isobar-Charts and Synopsis as Text from NOAA- and Fiji-Meteo-Data
- Currents OSCAR and RTOFFS from NOAA-Data
- Weathergram from Bob McDavitt in New Zealand, weekly
- ENSO-Discussion, etc.

How to Request an Email from Saildocs:

email to query@saildocs.com

Subject: blank or your choice (e.g. what, where ...)

Body: See below

In the body, one line per request. If the request starts with...

<table>
<thead>
<tr>
<th>Request</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>send fr.poly.en</td>
<td>24h FP forecast in English</td>
</tr>
<tr>
<td>send fr.poly.short.en</td>
<td>Short Range FP in Eng</td>
</tr>
<tr>
<td>send fr.poly.long.en</td>
<td>Long Range FP forecast in English</td>
</tr>
<tr>
<td>send <a href="http://www.meteo.pf/previsions.php?carte=mar">http://www.meteo.pf/previsions.php?carte=mar</a></td>
<td>24h FP in French (sometimes helpful, if the translation is weird)</td>
</tr>
<tr>
<td>send <a href="http://www.meteo.pf/previsions.php?carte=ce">http://www.meteo.pf/previsions.php?carte=ce</a></td>
<td>FP in French</td>
</tr>
</tbody>
</table>
send http://www.meteo.pf/previsions.php?carte=me

| send gfs:7S,11S,141W,137W|1,1|0,6..168| =
| WIND,GUST,WAVES,PRESS,=
| APCP,TCDC,CAPE,HTSGW,WVPER,WVDIR |

*It is HIGHLY recommended that you experiment with Grib file requests with regular email/good internet before you try them on a limited-bandwidth email device.*

| gfs:7S,11S,141W,137W =>
| These coordinates form a box which is the full Marquesas Grib (change as necessary for your area).

| [1,1] Area-Resolution (could be 0.5,0.5 or 2,2). .5 is more detailed, but produces a much bigger file.

| [0,6..168] Time Period (could be 3,6,9,12, ...): Now, and then every 6 hours until 168h

|= "continue", because the whole code does not fit into a single line and would fail

| WIND,GUST,WAVES,PRESS,=
| Will return Wind in kn, Gusts in kn (imho mostly underestimated), Waves in m, Pressure in mb (Isobars)

| APCP,TCDC,CAPE,
| Rain, Clouds, CAPE (indicator for e.g. lightning-possibility)

| HTSGW,WVPER,WVDIR =>
| sign. Waveheight, Waveperiod in sec, Wavedirection,

| AIRTMP,SEATMP,WIND500,
| HGT500 => Airtemperature (2m), Sea Temperature (surface),Windconditions in 500m above sealevel

Each of the above codes adds to the size of the file that is sent back to you. If you just want the minimum wind and waves and pressure, WIND,WAVES,PRESS is sufficient.
<table>
<thead>
<tr>
<th>Command</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>send spot:9.8S,139.0W</td>
<td>PRMSL,WIND,WAVES,RAIN,LFTX time=17:00&lt;br&gt;&lt;br&gt;&lt;em&gt;Spot Grib Forecast. Returns a very small text file for specific lat/long (note the lat/long format is decimal minutes) This one is for 5 days at 3 hour intervals, to be sent at 1700 UTC (leave off the time=1700 if you want it returned right away).&lt;/em&gt;</td>
</tr>
<tr>
<td>send pf.preiso36</td>
<td>French Weather fax surface analysis 36 hour for the big picture incl. fronts, ridges, convergence zones etc.</td>
</tr>
<tr>
<td>send pf.preiso60</td>
<td>French Weather fax surface analysis 60 hour</td>
</tr>
<tr>
<td>send PYFE11.TIF</td>
<td>Isobars map N and S-Pacific 24h (shows e.g. weather determined ridges better than pf.preiso..)</td>
</tr>
<tr>
<td>send PYFI11.TIF</td>
<td>Isobars map N and S-Pacific 48h</td>
</tr>
<tr>
<td>send PYFK11.TIF</td>
<td>Isobars map N and S-Pacific 48h</td>
</tr>
<tr>
<td>send fleet.nadi</td>
<td>Isobars map in Fleet code from Meteo Fiji includes FP. You will need to open this small text file with a fleet code viewer (e.g. add-on in OpenCPN)</td>
</tr>
<tr>
<td>send FZPS40.PHFO</td>
<td>NOAA weather for the S-Pacific 0-25S, 120W-160E</td>
</tr>
<tr>
<td>send nadi.sopac</td>
<td>Fiji weather for the S-Pacific</td>
</tr>
<tr>
<td>send abpw10.pgtw</td>
<td>NOAA, SIGNIFICANT TROPICAL WEATHER ADVISORY (W-COAST OF S-AMERICA TO 135E). A text file indicating any tropical weather as it forms.</td>
</tr>
<tr>
<td>Send RTOFS:6S,11S,141W,137W</td>
<td>Ocean current forecast, based on HYCOM, resolution is 0.08 (1/12) deg, and is currently available out 72 hours at 24-hour increments (RTOFS daily files) and available by 12:00z. (In OpenCPN it looks like 0.5deg resolution) (send oscar:6S,11S,141W,137W did not work! svsarana did send an old file)</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>Send RTOFSx:6S,11S,141W,137W</td>
<td>Experimental current forecast available, which goes out to 192 hours: 0-72 at 3-hr increments, and 78-192 hours at 6-hour increments. Available at around 19:00z. (I only get 3 days 24h-increments, 2deg resolution)</td>
</tr>
<tr>
<td>Send tsunami</td>
<td>Where, when and actions to be taken</td>
</tr>
<tr>
<td>Send nz.wgrm</td>
<td>Metbob’s weathergram, which comes out only once a week, mostly sunday</td>
</tr>
<tr>
<td>Send <a href="http://www.cpc.ncep.noaa.gov/products/analysis_monitoring/ensostuff/ensodisc.html">http://www.cpc.ncep.noaa.gov/products/analysis_monitoring/ensostuff/ensodisc.html</a></td>
<td>Updated monthly, the ENSO outlook from NOAA.</td>
</tr>
</tbody>
</table>

To get general info about Saildocs send a (blank) email to: info@saildocs.com (auto-responder)
To receive "Available Saildocs Grib Data", send the following one-line request to: query@saildocs.com subscribe gribmodels days=0 ("0" means indefinitely).

### 1.3.7 Comments on Forecast Accuracy

**Taitonga – Jan 2019:** The Marquesas Islands create their own weather-systems, what you can get in the anchorages can be completely different to open sea (especially the gusts)!

The weather forecasts 1 or 2 days old are often a bit different to todays forecast, but the trend is visible.
GFS-grips:
- Windspeed: +/- 5kn
- Wind directions: (+/- 15*)
- Gusts: +10-15kn +more
- Rain: seemed to be more of a guess

Isobar maps:
Ridges were not shown in the isobar maps from meteo.pf (saildocs: pf.preiso36 and pf.preiso60) but were shown in the NOAA-overview (saildocs: PYFE11.TIF, PYFI11.TIF, PYFK11.TIF).
The isobar maps from meteo.pf are helpful to detect fronts and disturbed areas.

Text forecast meteo.pf
Helpful for a day-overview in addition to grib and isobarmaps (saildocs: fr.poly.en, fr.poly.short.en, fr.poly.long.en) => all 3 have different bits of useful info.

We found some currents and gusts near islands very unpleasant.

1.4 Navigation and Tides

1.4.1 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.

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 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 rolly 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, 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 that 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. -- Kavenga’s
1.4.2 Where to be in French Polynesia and When (Pitufa)
Depending on the seasons you might want to follow these ideas to see most of Polynesia:
http://www.pitufa.at/cruising-french-polynesia-the-best-times-to-visit-the-different-archipelagos/

1.4.3 Tides
Feb. 2020: We have found “Total Tides” cover more spots in French Polynesia than others and even
though its an old program it has been pretty good for us. – Jacaranda

Taitonga – January 2019:
Tidal range: ca. max. 1,2m (the differences in height regarding half-moon to new moon are small)
Best source we found for tides: WXTide (imho not accurate sources: Navionics tides, Open-CPN-tides,
Legacy-tides for Linux)
Sunrise/-set: ca. 04:30 dawn, 05:00 sunrise; 18:00 sunset, 18:30 dark (11/2018, local marquesan time
zone = UTC-09:30; All other FP parts have UTC-10:00)

1.5 Yachtsman’s Services

1.5.1 Banks / ATMs (Money)
The normal currency in the Societies is the French Polynesia Franc, usually abbreviated CFP or XPF. In
Nov 2019, the exchange rate was 100 CFP/XPF per US dollar, so a 500-CFP coin is about $5.00 USD.
The major islands in the Marquesas have banks. You can try to exchange money at the Post Offices in
the smaller islands. Like most places, some local businesses will accept USD, but the exchange rate may
be arbitrary. The Tahiti Cruiser’s Guide may have a more extensive list of banks.
See section on individual atolls for banks and ATMs.

<table>
<thead>
<tr>
<th>Nuku Hiva</th>
<th>Hiva Oa</th>
<th>Ua Pou</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taiohae Bay</td>
<td>Atuona Bay</td>
<td>Hakahau Bay</td>
</tr>
<tr>
<td>Banco Socredo</td>
<td>Bank / ATM</td>
<td></td>
</tr>
</tbody>
</table>

General Information on Money
If you are interested in opening a French Polynesia OPT bank account, be sure to download “Opening a
Bank Account in French Polynesia” from Jacaranda at http://www.jacarandajourney.com/other-good-
stuff.

April 2019: There are now ATMs in Hiva Oa and Nuku Hiva and Ua Pou in Hakahau. In Fatu Hiva, we
were able to change Euros into XPF at Omoa grocery, at a poor rate though. I think they also change
USD. – Chugach

2018: 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 souveniers, diesel and gasoline, fruits and veggies, diving. – Jacaranda

1.5.2 **Cooking Gas (Propane and Butane)**

See individual island section for specifics on cooking gas options in those areas. We were told that just about every magasin will sell gas bottles, but only those confirmed by cruisers are listed below.

The [Tahiti Cruiser’s Guide](http://www.jacarandajourney.com/) has a current list of suppliers that fill non French tanks.

**Cooking Gas Suppliers**

<table>
<thead>
<tr>
<th>Nuku Hiva</th>
<th>Nuku Hiva</th>
<th>Hiva Oa</th>
<th>Tahuata</th>
<th>Ua Pou</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taiohae</td>
<td>Hakahaa “Controller’s Bay”</td>
<td>Atuona Bay</td>
<td>Vaitehu Bay</td>
<td>Hakahau Bay</td>
</tr>
</tbody>
</table>

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

Download “[Refilling Your Propane Tanks in French Polynesia](http://www.jacarandajourney.com/other-good-stuff)” as it is a very helpful instructional document, with photos, on how to fill your American propane tanks in French Polynesia. Fill your tanks 100% full every time using this method.

**Jan. 2020**: We found propane pricing to refill tanks can vary by island. We paid 4500f for 20lbs. For example, if you have a French tank it is significantly cheaper to refill it at the fuel station than at NHYS. However, NHYS can refill American tanks. – Sugar Shack

**Oct. 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 Tapororo 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 1140cpf at hardware store in Taiohae
- Gas - 3000cpf (Enough to fill a 20 lb. bottle) Deposit 3000cpf

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

1.5.3 **Fuel (Diesel and Gasoline)**

See individual island section for specifics on diesel and gasoline options in those areas. The [Tahiti Cruiser’s Guide](http://www.jacarandajourney.com/) has a current list of suppliers that honor the duty-free fuel certificates.
Remember when inquiring about diesel and gasoline that diesel, in French, is called ‘gazoil’ and gasoline is called ‘essence’ (eh sans). Make sure you know what you are asking for!!

**Fuel Suppliers:**

The following islands offer fuel (diesel and gasoline). Smaller islands provide fuel from the supply ship when they arrive. Please note that not all of these locations will honor the duty-free fuel certificate.

<table>
<thead>
<tr>
<th>Nuku Hiva Taiohae Bay Fuel Station</th>
<th>Hiva Oa</th>
<th>Ua Pou</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atuona Bay</td>
<td></td>
<td>Hakahau Bay Magasins</td>
</tr>
</tbody>
</table>

**Nuku Hiva Taiohae Bay - Fuel Dock:** The dock is concrete and the bay is rolly. The dock does have large black, rubber fenders, but they will leave marks on your boat if they make contact. It is recommended to medmor to the dock when bringing the big boat.

**Jerry Cans:** The easiest method is to use jerry cans to refuel your boat. Bring your dinghy to the north end of the dock (by the ladder) during high tide. You will have to carry your jerry cans to the fuel station and back (100-150').

Nuku Hiva Yacht Services will loan you up to 10 twenty-liter jerry cans at no cost. Or you can engage their services to delivery fuel to your boat for a fee. In addition, NHYS will handle the duty-free 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 Nuku Hiva as cruisers were taking off for the Tuamotus.

### 1.5.4 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.

The Customs office is in the *Tahiti Cruiser’s Guide* with a lat/long and dinghy directions.

**Sept. 2019: Obtaining a Duty-Free Certificate:** It is very easy to obtain a duty-free certificate. You can either pay Nuku Hiva Yacht Services or Tahiti Crew $50-$60 to do it for you or you can do it yourself for free while you are in Tahiti. The Douanes office is located downtown Papeete (by the commercial docks). Location on Chenel de Motu Uta (motu by NautiSport). Go to “Francisation et Hypotheques” office (2nd or 3rd door on right). Bring original and a copy of your boat paperwork and passport. You complete a form and they will issue you the certificate which is good for 6-months. Typically, you cannot renew your certificate until it expires or is very close to expiring. – Sugar Shack

**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

1.5.5 **Marine Supplies (Boat Parts)**

See individual island section for specifics on marine and hardware stores in those areas. 

*Tahiti Cruiser’s Guide* lists what is available throughout all of French Polynesia, and has information about shipping in what you can’t find in Tahiti. Download and save.

There are no marine stores in the Marquesas. However, several islands have small hardware stores that may carry a few boat parts for the local pangas. Critical items can be shipped in from Tahiti. Locations below can assist you with shipments.

**Boat Part Suppliers / Marine**

- Nuku Hiva Yacht Services, Nuku Hiva, Taiohae Bay
- Hiva Oa Yacht Services, Hiva Oa
- Hiva Oa, *Maintenance Marqueses Service*, +689 87 73 90 45,

1.5.6 **Importing Parts Duty-Free**

For updates on this topic try the *Tahiti Cruiser’s Guide*.


**March 2017:** The vendors in Pape’ete are very familiar with shipping parts all over French Polynesia. You can order the part and have it on the next ship. Shipping parts to the islands is very cheap. We had a solar panel shipped from Papeete to Marquesas and it cost < 1000f. – Jacaranda

**March 2017:** Many items are now available in Papeete, and the online guide was designed as a reference to finding items or services. Replacement of broken parts for a foreign yacht is duty free but two customs applications are required--one when the item arrives, and another when the yacht leaves FP. This “duty free” exemption does not apply to any new item on your vessel--only replacement parts, therefore you need to be ready to prove “replacement” when you leave FP (although I doubt this is rigorously enforced).

We have heard of a vessel having to physically destroy their old sails in front of a customs agent before getting their new sails duty-free. The double customs applications also doubles the charges of the customs brokerage. Mary Ann II was charged 6,000xpf times two for an 800 USA dollar order.

You are allowed to receive goods valued up to $300 duty free without requiring an application to customs (this figure includes shipping cost.)

Yachts in 2017 have received parcels in this manner at Marina Papeete and at Marina Taina. Shipping via the mail system from the UK takes approximately 5 weeks. DHL, UPS and Fedex will quote the time frames. We have found Parcel Monkey in the UK very reasonable. – Mary Ann II

1.5.7 **Shipping Items In or Out**

Express Shipping OUT of French Polynesia:

- DHL Express: 83 73 72
- UPS: 54 57 27
- FedEx Global Air: 45 36 45

1.5.8 Flying Stuff in on Air Tahiti

Jan. 2020: If you have large luggage or excess luggage and are flying from Tahiti to another FP island, you can try to check your luggage with Air Tahiti. However, if they say it is over the weight limit or excess bag limit, don’t worry because you can check it as freight for cheap. Just past the McDonalds at the Tahiti airport is Air Tahiti Freight. They will put your luggage on the same flight or next flight and fly it to your destination. In Nuku Hiva the Air Tahiti Freight office is near the fuel dock or NHYS can pick it up for about $5. – Sugar Shack

April 2019: We were concerned because we had 80 pounds of luggage over what we initially paid for on our flight from Tahiti to Raiatea. Air Tahiti was very accommodating. We didn’t need to take it to Air Tahiti Cargo as I feared, risking the possibility of it not arriving on our flight with us. Instead, we were allowed to check it with our flight and just had to pay an extra $56. – Cool Change

1.5.9 Surveyor

Nov. 2019: Patrice Beuscher (+689 87 32 55 cabinet.maritime.beuscher@gmail.com). He lives in Papeete but will travel to other islands to survey boats. He is a Lloyd’s agent, marine surveyor, Cook Island and Flag State Surveyor and has been assuming surveys in FP for 9 years working with insurers all over the world. IMIS approves him (Kathleen Kathe Spidell). He speaks English, but has had issues with “translation” with a few boats.

His recommendations for boat yards are listed in priority order: Technimarine Shipyard (Papeete, Tahiti), then Raitea Carenage Shipyard (Uturooa, Raiatea, Society), third choice is Hiva Oa.

One boat reported that he is just an “ok” surveyor, report of “tick boxes” some contradicted other boxes. Did not complete or correct report. We reached out to him for a possible survey which we ended up not having to do. We found him “fairly” responsive and willing to provide information such as boat yards. – Sugar Shack

1.5.10 Provisions (Groceries)

See individual islands section for specifics on magasins, markets, and fresh produce options in those areas. Most islands with villages will have some type of magasin.

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 (Fatu Hiva), which had staples, and frozen meat. Though the shelves and freezer were pretty empty until the Ara Nui 3 got there. You will need Polynesian Francs, though.
Make sure you leave the Marquesas with a good supply. The Tuamotus, being low atolls, don't grow much, so veggies are hard to come by. See the Tuamotus Compendium for info on where you'll find groceries in the Toots.

April 2019: There are wild chickens, goats and pigs in all islands, regularly “harvested” by the locals. Of course, they are not sold in the grocery stores, they are stored in home freezers. Every time we asked, we could get some at a very reasonable price and sometimes for free. A nice change from fish! – Chugach

1.5.11 Supply Ship Schedules

Taitonga – January 2019: For some harbours it might be good to know when they arrive and will use the harbour-basin for manoevers, e.g. in Hiva Oa. It is also good to know when to shop as they are replenished and ready to sell the next day. Also, when a cruise ship is in port, the phone network usually suffers.

MV Aranui 5:
Itinerary - when on which island: https://aranui.com/itinerary-dashboard-2019/

MV Tapooro - Tel: 40 426 393

There are some cruise ships which travel the islands also (up to 2000+ persons), stopping in Taiohae, Nuku Hiva for some hours.

1.5.12 Trash and Recycling

Most islands will have proper trash receptacles that you can utilize. However, there are a few islands that are uninhabited or do not have a proper trash disposal system. Please be respectful of these beautiful places. Try to wait to dispose of your trash properly.

Burning Trash: If you are going to burn your trash on uninhabited islands please return after the fire is out to remove any noncombustible articles or do not burn them in the first place. Remember these islands, motus, and islets are owned by someone and you are burning your garbage in someone’s backyard. This is someone’s backyard and should be left the way you found it.

Recycling: Nuku Hiva, Hiva Oa, Ua Pou all have large recycling centers. Please be sure to separate your trash from plastic (clear and colored bottles), glass, and cans. It appears that the Marquesas do not recycle cardboard or paper.

April 2019: Garbage and recycling were only found in Hiva Oa, Nuku Hiva and Ua Pou. – Chugach

1.5.13 Water

See individual island section for specifics on water options in those areas.

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 or in Controllers Bay, 5 miles east of Taiohae Bay.
1.5.14 Trading

Jan. 2020: PLEASE think twice about trading booze and gun shells 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 – Jacaranda

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 tikis 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.

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.

1.6 Communications

1.6.1 VHF Channels

Many cruisers tend to listen to 72 and 16 and use 72 as a HAILING-channel amongst CRUISERS.

**General VHF Advice that applies to all areas:** Be aware that on high power, a good VHF will transmit 25 miles line of sight. So, if you are only doing within-anchorage communications, switch to low power. On the flip side, if you are trying to call across island, or to the next island, use high power, and turn your squelch down. Make sure you are aware which channels are automatic low power (ie 17, 67 on some radios), and stay away from the low-power channels for long distance conversations.

Though widely spaced in channel number, channels 16, 68, and 18 are very close to each other in frequency. Most VHF antennas are ‘tuned’ for channel 16, so long distance communications will work best on 16, 18 or 68. Conversely, in a crowded anchorage, transmission on high power on channel 18 or 68 may ‘bleed’ over to channel 16 (and almost any other channel, if you're close enough). You don't need high power to talk to the boat next to you, so turn your radio to Low Power!!

Also be aware that some channels that Americans use frequently are ‘duplex' channels in International mode. So, for example, you may have trouble communicating with a European boat, or an American boat whose radio is in International mode, on Channel 18. (see any VHF guide for the full list of international and US channels and frequencies, but any US channel designated ‘a', like 18a, 22a, etc will cause trouble with VHF’s in international mode).

Make sure you ask in each port what the local channels are--both so you know how to reach someone ashore and so you know not to use those channels for your off-channel conversations.

Jan. 2019 – VHF Channels. – Taitonga
1.6.2  **SSB Nets**

**Polynesian Magellan Net:** Found at 8.173USB. There are two scheduled net times. The morning net is at 1800Z and the evening net is 04:00Z. The net time in the morning 18:00. (08:00 Tahiti time, 0830 Marquesas time, 0800 Tuamotus time).

During off season, the morning net is only for emergency traffic and underway boaters. There may be times when the morning net may be suspended until season. However, the evening net occurs daily throughout the year and is open to general check ins. – Jacaranda and Sugar Shack.

**Pacific Seafarer’s Net:** 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.

**Northland Radio** offers a tracking check in service for vessels underway (fee required). Northland Radio is located in the Bay of Islands, New Zealand. Peter has large antenna and has been able to work boats throughout most of the South and Central Pacific. Learn more and contact Peter Mott at [https://northlandmaritimeradio.nz/products/passage-tracking](https://northlandmaritimeradio.nz/products/passage-tracking). Contact peter@northlandradio.nz – Jacaranda

1.6.3  **Telephones & Cell Phones**

See individual islands for internet access. Most post offices will sell sim cards and most atolls have pay phone booths in the main villages.

Also, see 1.6.4 Wifi / Internet as most resources for wifi / internet include calling.


**Jan. 2020:** GoogleFi will work in most places Vini works. Vini tended to work in most major islands/anchorages. – Sugar Shack

**Jan. 2019:** The French Poly Country-Code is: +689

The cellphone reception between the islands can go as far as 10nm+ (e.g. between Ua Pou / Nuku-Hiva).

When a cruise ship has arrived, the network seems to get an overload-breakdown.

It is possible to change the language to english (if you find someone who understands how. – Taitonga
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. – Jacaranda

**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 post 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. – Begonia

**2016 verified (2010 / 2011)** 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 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 Pol. Places we KNOW had cell phone access in the Marquesas:
Fatu Hiva, both Omoa and Hana Vave;
Hiva Oa, in Atuona;
Tahua in the 2 bays with towns
Ua Pou, in Hakahau
Nuku Hiva: Taiohae, Haaupu, Anaho (but NOT Daniels)

1.6.4  Wifi / Internet Access

See individual island section for specifics on internet options in those areas. See Telephones and Cell
Phones for updated information on Vini and GoogleFi.


For Internet options via Cellphone see: www.tahiticruisersguide.com

Vini Wifi Network

Buy a Vini Wi-Fi prepaid card at any post office Vini store or many small magazines. Cost are not by the
megabyte but by the hour and bandwidth can be very narrow. Cost are $5 per hour for one hour and
drop to around a dollar an hour for 100 hours.

Nearly everyone who has used the hourly Wi-Fi system have seen glitches where chunks of time vanish
from their account. In fact, from about May 2016 to October 2016 a one-hour Vini WIFI card never
expired (those were the days!). In Papeete there are easily accessible Vini shops with English speaking staff, here buying the 100-hour cards is a safer bet as they have been able to recredit users accounts.

**VINI 3G Internet**

If you plan to be in FP for more than nine months then there are two options for 3G internet access either with your smart phone, 3g capable tablet or with a Vini 3g router. This is rather complicated to get as it requires letters from a marina to the Vini company to set up. Again, a detailed account is available at the online Tahiti Cruiser’s Guide.

**Sept. 2019:** Vini is able to run both data and voice. However, data is very expensive and slow. We found that where our Vini sim card worked so did our GoogleFi leading us to believe that GoogleFi was using Vini services. Both were 2G and very slow, but it was access.

If you stay in one of the Tahiti marinas, ask them to write a letter for you stating you are staying in the marina (“similar to a residence letter”). Take that letter to Vini and ask for an annual plan to receive significant discount. We paid the year up front so we did not have to bother finding a Vini store each month to make a payment. We paid a flat fee for the contract and small box (around $60-80 USD) and then $50/mo for 10 giga. They had several monthly plans including 2, 4, 6, and 10 giga at varied prices. – Sugar Shack

**April 2019:** At the end 2018 the islands are starting to get connected via a fiber optic cable with the world, so speed should go up (someday, at least in the major places ... :-(

In Papeete we downloaded 1GB in 20 minutes, in Hiva-Oa 5MB in 20 minutes

VINI-SIM-cards can be purchased at the Post-Office (bring your passport!) for ca. 1000CFP (with some credit on it), as well recharge-scratch-cards with 500 or 1000 XPF, it might be possible to recharge via internet as well.

If you text "conso" to 7100 you get an SMS in return with your credit amount and left period to use it.

With a cell phone SIM you can do data as well. (e.g. using mobileVOIP on an android phone gives you more calling minutes.

**Configuration of an Android-Phone for Data:**

1. Aller dans [Menu] > [Paramètres]
2. Cliquer sur [Sans fil et réseau] > [Réseaux Mobiles] > [Nom des points d’accès]
3. Cliquer à nouveau sur le bouton du menu et sur [Nouvel APN] puis rentrer les informations suivantes :
   Nom : ne rien rentrer
   APN : internet
   Proxy : ne rien rentrer
   Port : ne rien rentrer
   Nom d’utilisateur : ne rien rentrer
   Mot de passe : ne rien rentrer
   Serveur : ne rien rentrer
   Proxy : ne rien rentrer
   Port : ne rien rentrer
MMC : 547
MNC : 20
Type d’authentification : Aucun(e)
Type d’APN : choisir default ou internet
N’oubliez pas de cliquer sur [menu] et [enregistrer]

4. Valider l’APN que vous venez de créer, en s’assurant que le point est lumineux.

5. Cliquer sur [retour] et cocher la case [données activées]

6. Aller dans [Menu] > [Paramètres] > [Réseaux Mobiles] > [Type de réseau préféré] ou [Mode réseau préféré] ; Choisir le réseau souhaité : 2G, 3G ou 4G.

Vous pouvez désormais utiliser vos widgets et vos applications mobiles, aller sur Facebook, voir des vidéos sur Youtube, gérer vos e-mails, jouer, découvrir et vous informer. – Taitonga

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. – Kokpelii

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 – Taioahae
Hiva Oa – Atuona

The old Mana net has become Vini Spot. (http://vinispot.pf ) It 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 Vinispot location throughout French Polynesia. The Marquesan locations listed on the Vinispot website as of 2020 are shown below in the graphic.
Vinispot is also available in the bigger towns in the Tuamotus. To browse the full map, see this link: [http://www.vinispot.pf/en/find-a-vinispot-zone/](http://www.vinispot.pf/en/find-a-vinispot-zone/)

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. – Soggy Paws

1.6.5 News

Here are some sources of news that we used to keep abreast of what was happening in the world.

**English Language Voice News**

After a lot of research on the internet before we left Central America, but I found that what worked best was to dial around on the 9Mhz band at the time of day I wanted to listen to news (morning and evening are the best times for propagation).

We found the BBC on 9695 am at 1600-1700 UTC (mornings) and 12095 usb at 0100UTC (afternoons).

**Radio NZ**

9.580 AM FP time
11.725 PM FP Time
15.720 PM FP time

30-minute BBC broadcast at 16:00-16:30 Tahiti local time on Radio NZ

**Radio Australia**
15.240 PM FP Time
17.840 PM FP Time

Voice of America does claim to broadcast to French Polynesia, but all the broadcasts are in the middle of the night in French Poly.  1230-1300 UTC on 9600 and 1400-1430 UTC on 9830.  Soggy Paws

Sept. 2018: We have not found any BBC news via SSB or anything besides radio New Zealand (11.725) 18:00 local.  Radio NZ gives very little or nothing of international news but does cover NZ.  Frequencies we have listened to for radio NZ are 7.425, 11.725, 15.720 check around 1700Z-1900Z

We use an app called SWBC Sked that covers the whole world but appears that the freq list has not been updated since we downloaded it 3 years ago.  Soggy Paws is right SW broadcasts are being phased out – Jacaranda

2011: As the internet proliferates, English-language voice broadcasts seem to be dwindling.  Many of the broadcasts you can find these days by dialing around are either religious-oriented, or anti-American oriented (so listen carefully!).

News via Email


2011: I don’t know of any news service that formulates a customizable daily news email for yachts at sea (if you do, please email me, see email address at front of this guide).

But we had success, using Sailmail, in subscribing to a ‘daily news email’ from Reuters.  We set it up so it went to a shore email address, and then we used Sailmail’s Shadowmail feature to retrieve the daily emails when we felt we needed news, and had good enough propagation, to retrieve the email, stripped of all the graphics and stuff.

The daily ‘US News’, coming in through Sailmail, was only 7Kb.  It contains the ‘top 10’ headlines, with a one sentence summary of each.  Check out Reuters http://links.reuters.com.  – Soggy Paws

1.7 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.

Jan. 2020: Nuku Hiva airport is on the North side of the island where there are no anchorages.  Most people anchor in Taiohae Bay and have their guests take a taxi for an average price of $30/pp.  Using NHYS it is $40 but a guarantee they will show up.  – Sugar Shack

Dec. 2018 • Interisland-Ferry: Hiva-Oa, Tahuata, Fatu-Hiva

"Te Ata O Hiva" - red motorboat for 40 pax.  Does regular round trips Hiva-Oa => Tahuata => Fatu-Hiva => Tahuata => Hiva-Oa on Monday, Wednesday (not to Fatu Hiva), Friday; starts 06:00 returns 17:30, e.g. one-way 2500XPF to Tahuata, 4000 to Fatu-Hiva, carries freight as well (2018) Bruno 87 718 548, 40 927 307.  – Taitonga

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. – Jacaranda 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”. – Soggy Paws

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. – Nakia

1.8 Diving
See each individual island for more information on diving in those areas.

Jan. 2020: Nuku Hiva, Taiohae Bay has a dive shop located to the right of Nuku Hiva Yacht Services. There is no sign, but a dive sticker is on the door. I believe his hours are the same as the trinket shop to his right, but to be honest it seemed he worked when he wanted to. He did fill our tanks for about 1000xpf and he turned them around in 6 hours. – Sugar Shack

2011: 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. – Soggy Paws

1.9 Haulout, Storage, and Repair Facilities
See individual islands for additional information on marinas and haulout facilities.

Jan. 2020: Hiva Oa has a haul out facility called Maintenance Marquises Service. +689 87 73 90 45 Fax: +689 40 92 75 05, www.maintenancemarquises.com. They can haul monohulls and multihulls. But they can only haul during high tide and are often booked. So plan in advance if you want to do work here. – Sugar Shack

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. – Jacaranda
1.9.1 Liability Insurance for Haul out

Most haul out facilities, marinas, yards will require liability insurance. If you need liability insurance to be hauled out, we heard that Poe-Ma Insurances is decent. +689 40 50 26 50, Fax: +689 40 45 00 97, infor@poema.pf. Located at Marina Fare Ute, B.P. 4 652 – 98713 Papeete, Tahiti. Boat insurance broker working with all marine insurance companies. Offices also in New Caledonia, France, and La Reunion.

1.10 Festivals

Jan. 2020: To add to Jacaranda’s post. We attended the 11th annual Marquesan Arts Festival in Ua Pou and it was an incredible experience. It was not like other festivals where there are competitions and sporting events. Instead it is about passing down the stories and heritage to the young and keeping their culture alive. They do this through song and dance; wood, stone, and bone carvings and tattooing (traditional and modern). Days are filled with educational conferences, dance/song events, demonstrations, and showcases of talent. It was truly amazing. I would highly recommend you attend a future festival if given the chance.

The Marquesas hold a smaller cultural festival every two years. – Sugar Shack

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. – Jacaranda

1.11 Eating the Fish (Ciguatera!)

A comprehensive look at ciguatera can be downloaded from Jacaranda (Look for "You Gonna Eat That Fish?" Info about Ciguatera):

http://www.jacarandajourney.com/other-good-stuff
July 2019: The incidence of Ciguatera in the Marquesas has risen recently, with several cruising boats reporting getting sick from eating fish in 2019 already. – Jacaranda

Jan. 2019: Wikipedia: Ciguatera fish poisoning, also known simply as ciguatera, is a foodborne illness caused by eating reef fish whose flesh is contaminated with certain toxins. Ciguatera Fish Poisoning commonly occurs in tropical and subtropical areas, particularly in the Pacific Ocean, the Indian Ocean, and the Caribbean Sea.

Symptoms may include diarrhea, vomiting, numbness, itchiness, sensitivity to hot and cold, dizziness, and weakness. The onset of symptoms varies with the amount of toxin eaten from half an hour to up to two days. The diarrhea may last for up to four days.

Some symptoms typically remain for a few weeks to months. Heart difficulties such as slow heart rate and low blood pressure may also occur.

The specific toxins involved are ciguatoxin and maitotoxin. They are originally made by a small marine organism, Gambierdiscus toxicus, that grows on and around coral reefs in tropical and subtropical waters. These are eaten by herbivorous fish which in turn are eaten by larger carnivorous fish. The toxins become more concentrated as they move up the food chain.

Any reef fish can cause ciguatera poisoning, but species such as barracuda, grouper, red snapper, moray eel, amberjack, parrotfish, hogfish, sturgeonfish, kingfish, coral trout, and sea bass are the most commonly affected. Ciguatoxins are concentrated in the fish liver, intestines, heads, and roe. The toxins do not affect the taste, texture, or odour of the fish and cannot be destroyed by cooking, smoking, freezing, salting or any other method of food preparation. Outbreaks can occur seasonally or sporadically, particularly after storms. Not all fish of a given species or from a given area will be toxic.

Preventive efforts include not eating reef fish, not eating high-risk fish such as barracuda, and not eating fish liver, roe, or fish heads. Ciguatoxin has no taste or smell, and cannot be destroyed by conventional cooking. There is no specific treatment for ciguatera fish poisoning once it occurs. Mannitol may be considered, but the evidence supporting its use is not very strong. Gabapentin or amitriptyline may be used to treat some of the symptoms.

The US Centers for Disease Control estimates that around 50,000 cases occur a year. Other estimates vary up to 500,000 cases per year. It is the most frequent seafood poisoning. It occurs most commonly in the Pacific Ocean, Indian Ocean, and the Caribbean Sea between the latitudes of 35°N and 35°S. The risk of the condition appears to be increasing due to coral reef deterioration and increasing trade in seafood. The risk of death from poisoning is less than 1 in 1,000. Descriptions of the condition date back to at least 1511. The current name came into use in 1787.

2010: I personally know someone who got a severe case of Ciguatera in the Bahamas—3 boats shared the same large yellowtail snapper at a potluck. By morning, they were all very sick, and were so sick they could not operate their boats, and some required immediate hospitalization. They called the Bahamas Air Sea Rescue for help, and a couple of people from each boat were so sick that they were airlifted off for immediate hospitalization. They spent at least a month recovering, and even a year later were reporting lingering symptoms. As the toxin is cumulative, they can never eat another fish.

In the Tuamotus, locals told us “bring us the fish and tell us exactly where you caught it, and we will tell you if you can eat it.” However, locals do get ciguatera too!

In the Gambiers, the problem is much much worse—even traditionally “safe” fish can be highly toxic. A friend caught a grouper on his way out of the W pass, and ate it for dinner. He was very sick for the next 3 days as he was sailing single-handed northwards to the Tuamotus. – Soggy Paws
1.12 Cruising Information Sources

1.12.1 Stopover Handbook / Yellow Flag Guide (PDF)

This is a 42-page color "brochure" created by the Yellow Flag Guide, called the Stopover Handbook in French Polynesia for Mariners. It is sometimes available in printed form from the Puddle Jump group ahead of time, and/or handed out on arrival in the Marquesas. We downloaded a PDF copy from this website:

https://en.pf.yellowflagguides.com/

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 advertisements from marine-related businesses that can be useful.

The printed Version 2020/2021 can be obtained at Yacht-Services-Nuku-Hiva and the haul-out yard in Hiva-Oa Maintenance Marquises

Note: If you can't find it on the above website, the latest version I have found (2020-2021) is posted here: http://svsoggypaws.com/files/#frpoly

1.12.2 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.

Jacaranda (2016-2019): 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. Then they slowly moved to the Tuamotus in 2016, and the Societies in 2017 and 2018. They have been sending us reports to add to the Compendia, and also posting more information and details on their website http://jacarandajourney.com, and also contributing to the Tahiti Cruiser’s Guide online

Sugar Shack (2019-2020): Matt and Christine on Sugar Shack arrived in the Gambiers in 2019 and have been sailing French Polynesia for a year. Sugar Shack is a Catana 471 catamaran: 47’ long, 26’ wide, 1’ draft. We’ve sailed our boat from Turkey to the Caribbean, through the Panama Canal, to Costa Rica, Galapagos, Chile, Easter Island, and French Polynesia. http://www.svsugarshack.com

Chugach (2019): My name is Olivier Fourment, I am French, and I sailed this year with my Ovni 495 Chugach from Chile (Valdivia) to Marquesas, stopping at Robinson Crusoe, Rapa Nui, Pitcairn and les Gambier. My anchoring coordinates are anchor position, not boat position which of course varies around the anchor position. Even though my draft when keel up is only 1m, I tend to anchor as deep as necessary to get sand and avoid coral reefs and rocks. Pictures and details of my trip are available www.chugach-sailing.com.

SY Taitonga (2018): Dagmar and Christian from Germany arrived in the Marquesas from Bahia de Caraquez, Ecuador at the end of November, after nearly 34 days, with an Ovni395 (variable draft (add ca. 60cm to their depth soundings)). They have the rough idea of staying in French Polynesia until ca. 2020. https://www.taitonga.net
Taitonga also recommended this source: SY Tuvalu 2016 has good infos (in german:-) on the anchorages: http://tuvalubarcelona.es/

**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. 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.

**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. 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. http://svsoggypaws.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. They also revisited the Marquesas in 2013. http://svnakia.blogspot.com


1.12.3 **Facebook Groups**

The primary groups on Facebook for information on French Polynesia are these.

French Poly Cruisers https://web.facebook.com/groups/950473935144833/ 2000 members
A French Polynesia Cruiser Facebook group has been started and offers a great way to stay up to date on news and related information. Join the group for free, contribute updates, and stay in the loop. If the above link does not work, search for “French Polynesia Cruisers” in groups on Facebook.

Pacific Puddle Jump  [https://web.facebook.com/groups/1102530253191598/](https://web.facebook.com/groups/1102530253191598/)  630 members
Pacific Voyagers 2020  [https://web.facebook.com/groups/PPJ2020fleet/](https://web.facebook.com/groups/PPJ2020fleet/)  903 members

### 1.12.4 Association des Voiliers en Polynésie (AVP)

AVP is the Sailing Association of French Polynesia. They are a non-profit organization dedicated to assisting cruisers in French Polynesia. For a minimal fee ($18/year) you can support them financially as they fight your anchorages, safer moorings, and a more positive cruising experience for you.

If you need translation, go to [http://voiliers.asso.pf](http://voiliers.asso.pf), click on tab “Devenir member” on top right, then click on “creer un compte” fill in your email, your identifier, password, name, boat name, and click “sourmettre”. To pay go to “Payer son adhesion” click adhesion 2020, (about $18 USD) then “etape suivante.”

They have a Facebook page too: [https://www.facebook.com/DesVoiliers/](https://www.facebook.com/DesVoiliers/)

### 1.12.5 Pacific Puddle Jump IO Group
[https://groups.io/g/PacificPuddleJump](https://groups.io/g/PacificPuddleJump)

This group is 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. This group recently moved to Groups IO. Older information previously found on Yahoo will not be updated, so please visit the Groups IO for new information. (as of Nov. 2019)

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 Groups IO and then sign up for this group. Be sure to explore the Files and Links pages, there is lots more information there.

### 1.12.6 Noonsite
[http://www.noonsite.com](http://www.noonsite.com)

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

### 1.12.7 Seven Seas Cruising Association
[http://www.ssca.org](http://www.ssca.org)

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.
1.12.8 Tahiti Cruiser’s Guide (online)

http://tahiticruisersguide.com Website made by cruisers with what is where available in Tahiti (and might be shipped to the Marquesas)

1.12.9 Sea Seek

https://www.sea-seek.com/Polynesie-Francaise

A French-maintained site that covers French Polynesia. They have assembled a pretty good harbor by harbor group of information (using Google Earth and Maxsea Chartlets). But it is mostly in French. It is possible to use Google or Babelfish Translate functions.

1.13 Printed Sources

We are consciously NOT duplicating any printed, copyrighted (still in print) 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.

Some other guides that are out of print may be downloaded from Jacaranda’s site, here:


1.13.1 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.

For anyone going to a French-speaking cruising ground, French for Cruisers is invaluable. Slightly larger than a ‘pocket guide’, it is an great reference for French terms for cruising things... like engine repair, dockage, etc.

When we were going through the Tuamotus in 2010/2011, Charlie’s Charts was really out of date. I haven’t seen the newer version, and so can’t comment. We used the Guide to Navigation and Tourism quite a bit. Nadine Slavinsky’s Pacific Crossing Notes are new, I haven’t seen them. The rest (mainly older guides) were interesting, but in my opinion, not very useful (you’ll get a lot more out of this compendium than the rest of the guidebooks listed here). The full list is below. – Soggy Paws

1.13.2 Cruising Guides

1. 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. (Latest edition is 2015, not well reviewed)


3. 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). And also quite obsolete due to the publication date.

4. **The Pacific Crossing Guide**: The Pacific Crossing Guide is 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. It seems to be updated every 3-4 years. Amazon has a version dated 2016. Here’s one review:

   If you just want a general introduction to Pacific landfalls then this book may suit you. If you’re looking for cruising guide information about the destinations, then like me you’ll be very disappointed, e.g. 8 pages on the Tuamotus with one chart showing all the islands. Save your money and buy Charlie’s Charts or South Pacific Anchorages by Warwick Clay.


6. **Pacific Crossing Notes** Nadine Slavinski, 2015, Rolling Hitch Press

### 1.13.3 Diving Guides

1. **The French Polynesia Diving Guide**: The French Polynesia Diving Guide, Kurt Amsler, Abbeville Press (2001). This is a pretty coffee-table type book. It only covers 3 of the Tuamotus (Rangiroa, Tikehau, and Manihi), and is somewhat obsolete, but has some stunning pictures, and has a pretty good color section on ‘The Fish of French Polynesia’. It also covers the Marquesas (Nuku Hiva) and The Society Islands.

### 1.13.4 Books on Underwater Life

   Or can purchase a download version from New World Publications, Inc. Jacksonville, Florida

2 Inter-Island Passage Reports

2.1 Tahuata to Hiva Oa

Oct. 2018: The wind funnels through the Bordelais Channel and the waves are steep.

We got the advice to cross early mornings even before 07:00 and hug the coast of Tahuata and then cross to Hiva-Oa.

Our weather forecast was E12-14, seas moderate; we got in lee of Tahuata less than 5kn northerly, at 07:00 in the channel E10-15, 1m short waves, current 0.4kn setting E, 1h before high-tide.

We did traverse diagonally and would next time hug one of the shores first (a local motor yacht crossed directly to Hiva-Oa and then went very near the shore to round the cape)

We had a fishing line out and the medium squid-lure was missing afterwards - the 0.8mm steel leader broke in the middle. – Taitonga

2.2 Hiva Oa to Tahuata

Dec. 2018: We crossed diagonally around 09:30 and had a quick look in the possible anchorages on our way towards Hapatoni. We had a fishing line out and the small octopus-lure on 1m monofil was missing afterwards.

French Weather forecast was E17/21kn, gusts 30, seas moderate; Grib (GFS): E 15-17, gusts 19.

We got: (maximum gusts in kn!):
3-5 all directions - Hiva-Oa, Tahuaka
8 ENE - Cap Teaeahoa
10-15 E - in the channel
15-20 ESE - Pointe Matatehoke
20-25 E - Hanamoe noa (two boats anchored)
25 ESE - Ivaiva Iti
35 ESE - Vaithehu (one boat anchored)
45 ESE- Bay between Vaithehu and Hanatefau
20 W (!) - Hanatefau (two boats anchored)

At the beginning 1m short waves, in the middle of the channel long waves 1,5+m from E, (no current this time) in lee of Tahuata, no waves but little whitecaps with sometimes spray in the air from the gusts. – Taitonga

2.3 Tahuata to Hane Bay, Ua Huka

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. -- Mata’irea

2.4 Tahuata to Fatu Hiva

2005: 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! – Tackless II

2.5 Tahuata to Ua Pou

To make the twelve-hour sail from the Southern Marquesas to Ua Pou, the closest island in the northern Marquesas, we raised Tackle'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. – Tackless II

2.6 Tahuata to Nuku Hiva

Dec. 2018: We left Tahuata, Hanatefau around 16:00, gusts in mid 20's 120 degrees changing within 5 seconds- gusts normalized at the Bordelais-Channel; the wind did spread out and followed the W-coast of the islands. Miserable lumpy, bumpy complete dark night, squalls, rain, waves coming into the cockpit, slow despite halfwind (current?), wind around 20kn, arrived next morning in Taiohae. – Taitonga

2.7 Hiva Oa to Fatu Hiva

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. – Kokpeli

2.8 Fatu Hiva to Nuku Hiva

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. – Kokpeli
2.9 **Nuku Hiva to Hiva Oa**

**Jan. 2019:** We left Nuku-Hiva, Daniels Bay at 09:00, and crossed the Bordelais-Channel shortly after sunset to arrive in Atuona around 08:30


Sunny Friday, becoming cloudy end of day with of passages showers. Saturday, sky cloudy to very cloudy with of showers and related squalls sometimes stormy. Wind from sector east moderated with of tips at/in 50 km/hr. no swell meaningful friday. arrival saturday a swell long from north-west D’1 meter.

GFS-Gribs showed 12-15kn 85* to 95*, going up towards the weekend.

What we got: wind 95-130* (mostly 110*), 5-17kn (mostly 14kn), short waves 1,5-2m 90* at the beginning, later 1m 60* with a low long northerly cross-swell, nasty current around 1kn+? setting west. We were not at all able to sail 130* to Hiva-Oa, had to motorsail. Half moon was good to see 2 squalls (around 25kn) with too little rain for the radar. Not many clouds until the morning. Wind, waves and current changed 10-15nm off Hiva-Oa, much more clouds with rain in lee of the islands.

Bordelais-Channel was ok with 15-22kn, gusts 30, directly on the nose, short waves 1-2,5m (higher closer to Atuona).

11-13nm from Ua Pou and 17nm from Nuku Hiva we were able to download weather/emails via our Vini cellphone. – Taitonga

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 **Anchorages and Moorings**

**Jan. 2020:** 09.48.218S / 139.01.912W. There were no supply ships scheduled so we anchored in the middle, which is not advised without checking on the supply ship schedule. There are yellow markings on the rocks (west side of bay) and a yellow marker (east side of the bay) creating an invisible line which you are supposed to anchor behind. We inquired about the supply ships and none were scheduled to come in so we anchored just above the line for one night during the Christmas holiday. Not the most comfortable anchorage as it is roly.

Baie Tahauku has poor holding. Strongly recommend a stern tie. Watch out for the buried pip under water (see Navionics). Winds come out of the south leave the anchorage as swell is horrible.

Dinghy Landing. There are several places you can tie up your dinghy, but they all require a stern anchor. There are two ladders on the concrete dock, a small wooden dock near Mobile Fuel Station, and an easier loading area near the ferry dock. If you tie up near the ferry dock make sure your dinghy is not in the way of the Ferries. – Sugar Shack

**Jan. 2019:** 09*48.1555'S /139*01.8601'W. Mud with stones and coral-debris - good for the Bügel main anchor facing towards the sea - only 3,5m depth, but we had 35m chain out to fit into our desired spot; ok for the 2 stern-anchors (in approx. 3m water depth, with approx 30m rope): good for the Fortress, but the tripline caught itself in a coral debris; the Danforth failed in the first setting. We buoyed all our
anchors and prepared the anchors during anchoring in the harbour basin (I would not dare to anchor in the crowd at night, but a quick stop in the harbour-basin until daylight would be ok for me). At our spot, I would not dare to anchor nearer the shore.

At the end of the bay you need at least one stern anchor, better 2. Please help new arrivals with setting their stern-anchors!

11 boats in the anchorage, not much space, but ok. Wind came from all directions. Test all your anchors! One boat dragged. It took us 90 minutes to get all anchors up and be ready for the sea again. (When southerly-swell is coming in, I do not want to be here!!!)

On another visit, (Update 15.04.2019): 18 boats in the designated anchor-area, 8 in the harbourbasin, 8 outside of the breakwater, rolly)

Behind the breakwater, on the north-side, they have med-style moorings with stern-buoys mainly for the local motorboats, we saw there a big sailboat cruiser as well.

The cargo ships (e.g. Aranui) throw their anchor in the middle of the basin to park at a massive concrete-dock behind the breakwater on the South [propwash seemed to be ok]. Their needed turning-space is marked by a big yellow buoy on the east and a pole as well as a sign on the shore on the west, also 2 poles in the middle of the bay, building a line. (Update 25.01: the poles are removed and dredging is still in progress; Update 15.04 Dredging seems to be finished).

It seems to be much colder here at night than elsewhere, maybe because of the freshwater-stream?

Semaphore Atuona was not answering at 08:00 and 09:00 on our arrival Monday (neither on 16 nor on VHF12); later we got contact.

Water-visibility: Approx 1m in brown water with dark bottom, rain changed visibility to nearly 0.

Fouling: For only 6 days: Quite some fast growth, green stuff and barnacles.

Wind and weather: The weather forecast (outside) was NE-E 17-21kn, gusts 30, sea moderate E 1,5m.

What we got: everything (the wind direction can change 180deg in seconds), mostly N-NNW-NE offshore 5-15kn.

Swell/Rolly: Slight boat movements (1-2 out of 5 on the Dagmar-Scale) [In April it sometimes looked very uncomfortable from the boatyard]

Local traffic: Outrigger-pirogues (up to 6 people) and small motorcrafts who sometimes are rushing through the boats anchored outside of the breakwater.

Dinghy landing: No dedicated dinghy dock (it was removed in 01/2019). We parked at the concrete breakwater near the ramp, some use the ramp of the canoeclub or the rocks nearby. – Taitonga

Sept. 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. – Kokpeli
**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.

**Summer 2018:** At first, we were anchored out beyond the breakwater. This was OK, but rolly. 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.

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. – Kokopeli

**June 2017:** Atuona was a horrible rolly anchorage inside the basin and also outside the basin. We could only fit on the outside of the basin and it was very rolly and offered little protection. Spend as little time here with Customs and stocking up on basic food supplies. (72 ft Oyster with Deep Draft). – Consensus

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

**April 2016:** 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

**Aug. 2015:** 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.

**DINGHY LANDING:** 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.

**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. – Jacaranda

**Sept. 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....-- Irie

**April 2013: 09-48.149S / 139-01.863.** 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)
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. – Cynergy

**3.1.2 Yachtsmen Services**

**3.1.2.1 Cooking Gas (Propane and Butane)**

Dec. 2020: The Mobile Gas Station sells cooking gas and had a huge supply. – Sugar Shack

Jan. 2019: Cooking-gas: Cylinders at the fuel station (Adapter for gravity-fills n.a.). – Taitonga

Aug. 2015: 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. – Jacaranda

**3.1.2.2 Fuel (Diesel and Gasoline)**

Jan. 2020: There is a Mobile Fuel station here. However, since there is no real dinghy dock it becomes challenging to get full jerry cans to and from the dinghy, but it is doable. There is a small, wooden, dinghy dock. If you leave your dinghy here, use a stern anchor. You can fill jerry cans at this station. The fuel station accepts duty-free certificates and they have a small market. Hiva Oa Yacht Services can assist you with fuel if you do not wish to use jerry cans. hivaoayachtservices@gmail.com, Sandra speaks english: 87 232 247, VHF 12/16. – Sugar Shack

Jan. 2019: Diesel/Gasoline: at the fuel station in the harbour, with jerry cans: diesel 142XPF/L, gasoline 140XPF/L in 2018, they accept the dutyfree-document, which you can get in Papeete; details see Grocery/Shopping (we were warned that they might have some water in the fuel). – Taitonga

July 2018: 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. – Moon Rebel

March 2017: The petrol station sells delicious fresh tuna. —Begonia

May 2016: 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. – Jacaranda

**3.1.2.3 Trash and Recycling**

Jan. 2020: Trash disposal was located behind the Mobile Gas station. – Sugar Shack

Jan. 2019: Trash-Disposal: Available behind the public shower (near the restaurant) as well near the gas station. – Taitonga
**May 2016:** 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

### 3.1.2.4 Water

**Jan. 2019:** Available at the shower and near the ramp. – Taitonga

**July 2018:** 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. – Moon Rebel

**May 2017:** 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! – Begonia

### 3.1.3 Hiva Oa Yacht Services

Sandra, +87 232 247, hivaoayachtservices@gmail.com, Sandra speaks english: VHF 12/16.

**Jan. 2019:** Hiva-Oa-Yacht-Services - Wi-Fi, laundry, car rentals, taxi service, check-in, duty-free-fuel-formalities, shipping/receiving, etc.; Past the haul out yard, up the hill at the semaphore is their trailer – Taitonga

**Sept. 2018:** 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.

We did the check-in with Sandra from HOYS, she was just fine. Easy check in, no charge. – Kokopeli

### 3.1.4 Marine Maintenance Marquesas – Haul Out

[http://www.maintenancemarquises.com](http://www.maintenancemarquises.com), Vincent 87 739 045 (speaks english), Maria 87 251 649.

**Sept. 2019:** 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. – Kokopeli

**Jan. 2019:** In high demand during the cyclone-season - only one space was left in December 2018. In business since 2016, currently they are building a big house + office (when finished the toilet and shower situation is hopefully better, now very basic in one shed only (shower and WC) - bring your own torch as well paper. They have Wi-Fi, electricity, water; no washing-machine. They can fill cooking gas tanks (500XPF/kg) and offer mechanical repairs etc. (sail repairs planned for mid 2019); storage of goodies or medicines in their fridge for your return is possible (If you leave cheese or goodies in their fridge make sure to pack it like a treasure and mark it very clearly, so it is not eaten by accident!).

It is very sheltered located in what looks like an old quarry - not much breeze. The ground is mud, gravel and grass. A lot of insects running and flying around - you might want to cover everything which connects the boat with the ground with grease and cover the holes into the boat (e.g. with sponges) as well having poison traps inside. Some cruisers sprayed boric acid around their boat. We found some insects nesting in little holes after our return.

Protect your electricity-cable from rain with e.g. plastic-bag to prevent the main-breaker to switch off.

The yard is locked with a combination-padlock at night (you might take the first line as a reference, not the middle one, while inserting the numbers).
The ramp for the hydraulic-trailer is at the beginning of the breakwater, just in the corner, they do the haul-out at high-water. The trailer-pads protected our through-hulls nicely. Only an 8m rope attached to our bow was required. The hydraulic-trailer-driver did a good job! :). The boat will stay horizontal during haul-out.

To maybe push the stern into the right direction we had another cruiser with a dinghy on stand by as well some long aft lines ready.

If you haul-out friday-noon, you most likely stay on the trailer until monday before they park you (quite close to neighbours). Make sure they park you leveled out (with the bow higher than the stern so the rain can drain out) and not too close to structures so you can work on the boat easily.

We returned after 2,5 months, the boat was in a good condition with no mold or mildew.

Day-light in mid-April from 05:30 (shortly before the SMA (adapted military service) is doing their Haka across the bay) to 18:00. The weather was mixed with rain, lots of clouds and sun (not enough sun to not use the yard-electricity). Mosquitos (all types) around, nearly no Nonos ... Visitors at night: a cat and some roaches (hopefully they stayed outside our cockpit-mosquitonet ...). – Taitonga

March 2017: 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. – Spunky

3.1.5 General Services

3.1.5.1 Air Tahiti
+40 910 225 or +40 917 1110, www.airtahiti.pf. Hours; Mon-Tues & Thurs: 0800-1200, Wed & Fri: 0800-1200 & 1330-1630. Located on the main road, next to the bank, on left side. Sign is painted on a rock and hard to see around the plants.


3.1.5.2 Airport
Jan. 2019: Airport Paul Gaugin has a small restaurant and run-down restrooms, they charged us for every kg overweight 8USD to Tahiti and might put the hand luggage on the scale as well; taxis should be prebooked, calculate for a taxi ride to the airport ca. 15-20 min. – Taitonga

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.

3.1.5.3 Bank / ATM
Banque Socredo and ATM (24/7). Hours: Mon-Thurs: 0800-1200 & 1330-1600. Fri: 0800-1200 & 1330-1500. Located on main road, past Gendarmarie, on left side

Jan. 2019: Bank with ATM; Post with outside-ATM (max 25000CFP) – Taitonga

3.1.5.4 Formalities / Gendarmerie
Jan. 2019: Gendarmerie (for Check-in): +40 917 105. mon-sat: 07-12:00, 14-17:00, sun 9-12:00, 15-17:00. Police: tel. 40 927 045. – Taitonga
July 2018: 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. – Moon Rebel

June 2017: 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. – Consensus

Aug. 2015: 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. – Jacaranda

3.1.5.5 Hardware Store

Shop Gaugin - Hardware store. Tel. 40 917 080. Hours: Mon-Fri: 07:00-11:30; 14:00-17:00 Sat 08:00-11:00.

Dec. 2019: Decent stock of fishing gear, hardware, home goods, clothing and a small magasin. Decent stock of fishing gear, hardware, home goods, clothing and a small magasin. – Sugar Shack

Jan. 2019: Has even some metric stainless-steel screws! – Taitonga

3.1.5.6 Laundry

Jan. 2019: Laundry: Hiva-Oa-Yacht-Services, Sandra, 400XPF/kg (did a good job for us!) (according to touristinfo the only possibility in town) – Taitonga

May 2017: 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. – Begonia

May 2016: 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! – Jacaranda

April 2013: Laundry was really expensive. 2 large loads ended up costing about $70usd. – Cynergy

3.1.5.7 Le Mairie

Le Mairie (mayor) +87 30 16 46 Located on main road, left side with Pharmacie.

3.1.5.8 Marine Services / Boat Parts

3.1.5.8.1 Refrigeration

Jan. 2019: Valentin Oberlin 8778 8781 – Taitonga
3.1.5.8.2  Welder

**Jan. 2019:** Welding/Metalwork and Woodwork: on the way to town, 200m after you go onto the street from the shortcut on the right is the Artisan-school Hiva-Oa CJA. – Taitonga

**July 2018:** Willy at the boatyard proved to be a top-notch welder and reasonably priced on the job he did for us. – Moon Rebel

3.1.5.9  **Pharmacie**
Tel. 40 91 71 65, Mon-Fri 08:15-12:00, 14:30-17:00, Thurs. afternoon closed, Sat. 09:00-11:00. Located on main road, left side with Le Mairie

3.1.5.10  **Post Office**

3.1.5.11  **Salon**

**Dec. 2019:** This is a popular place to get glamified. Lots of salons / beauty parlors. – Sugar Shack

- Vero Coiffure 927 230. Located near Le Mairie and Pharmacie
- Lumivers De La Beaute +87 25 82 71. Located off main street, big brown sign on white fence
- Beauty School offers discounts on beauty treatments including nails, hair, massage. Location: From dinghy dock, head toward town, will be on corner before you turn left to village.

**Jan. 2019:** Hairdresser/Coiffeur: 40 927 230 – Taitonga

3.1.5.12  **Tattoo Artist**

**Dec. 2019:** Pifa O’Connor does tours of Hiva Oa and Tahuata. He speaks English and is a very jovial guy. +689 87 72 76 33  pifaexcursion@gmail.com.

Gallery and Tattoo Parlo Hours Mon-Sun: 0700-1900. Located off main street, turn right at administration building, on left, green building – Sugar Shack

3.1.5.13  **Tourist Office**

**Jan. 2019:** In the harbour +87 246 477, 8:00-12:00 (I only saw it open once, so you might want to call ...) in town +40 927 893 (08-11:30, 14-17:00). No english and not very helpful to us. – Taitonga

3.1.5.14  **Transportation**

**Jan. 2020:** We had a guest arrive at the airport and there were no taxi cabs. Lucky for him he caught a ride with the postal person ($15). Make sure you have arrangements made head of time. Hiva Oa Yacht Services can arrange for a cab and rent you a car.

Car Rental at Gallery and Tattoo Parlor: Hours Mon-Sun: 0700-1900. Located off main street, turn right at administration building, on left, green building – Sugar Shack

**Jan. 2019:** Car Rental: (Calculate around 10000XPF for 1-day incl. insurance; they bring the car to the harbour; returns on Saturday and Sunday get a fuel charged by km, due to the closed gas station [make sure the amount is plausible!])

- Car, e-bike, bicycle rental: 87 311 106, 87 214 693
• Car rental 8953 7889 Kahau
• Car rental 8772 1717 Numa (we booked via Sandra HOYS a Suzuki Vitara 4x4 in good condition, good for 2 (very small for 4), no map but a spare tire and a jack:-)

Taxi's:
• Taxi Peterano Frida 87 707 202
• Taxi Touaitahuata Jeanne 87 771 963

Hitchhiking to / from town usually worked for us; between 12:00 and 14:00 as well Sat afternoon (and maybe Sunday?) or after 17:30 not so easy. – Taitonga

July 2018: 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. – Moon Rebel

3.1.5.15 Veterinarian
Jan. 2019: Vet, Pet-doctor: 87 701 415, juliettefoxbravo@hotmail.com – Taitonga

3.1.5.16 Wifi / Internet
Jan. 2020: We found several places that offer wifi access at varying degrees. See below. – Sugar Shack
• Hiva Oa Yacht Services ($5/day) offer wifi at decent speeds with a beautiful view.
• Boatyard offers wifi which reaches the anchorage
• Atuona Games and Café. Hours: Mon-Fri: 0900-1700. Offers wifi for customers and has several games for kids to play (teenager kids).
• Relais Moehau. Hours: Mon-Sun: 0630-0830, 1100-1400, 1800-2100. Location: Main road, just around the big bend and before the village, on right sight. Wifi for customers $10 per day.

Jan. 2019: Wi-Fi at the restaurant + at the haul-out + in town. Manasport 24h flat rate period starts at 10:00, Vini-cell-coverage – Yes. SSB: sometimes ok(ish) for checking into the Polynesian-Magellan-Net (a lot of static here). Iridium-Access: ok. – Taitonga

July 2018: 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. – Moon Rebel

3.1.6 Provisions
Fuel Station Mini Market
+ 40 927 185. Open 07:00 to 17:00, Saturdays until 12:00, sun closed.
• Jan. 2020: The mini market at the fuel station is a remarkably well stocked market with bread, frozen and canned goods. They had some produce, but it was limited (could have been awhile since the supply ship). The do sell fresh baguettes in the morning. – Sugar Shack
• **July 2018:** July 2018: 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. – Moon Rebel

• **Jan. 2019:** At the fuel-station/minimart (good selection!); they take credit cards; fresh baguettes in the early morning, you can order/reserve some for the next day (or get some in town). They have some fresh vegetables: cucumbers, tomatoes, lettuce... as well a lot of frozen stuff. Imho the best baguette in town. Fresh Tuna 1kg/900XPF. No alcohol. Prices seem to be better than in town. Nice service (speaks a bit english). – Taitonga

• **Aug. 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. – Jacaranda

**Magasins in Atoua**

**Magasin Gaubil:** Tel. +40 927 557, Hours: Mon-Fri: 0730-1130 & 1430-1700. Sat: 0800-1130. Sun: 0900-1200. Location on main street across from Le Mairie.

• **Dec. 2020:** Friendly staff, well stocked produce, frozen and canned goods. Supply of clothing and some hardware. Will drive you back to ferry dock with big purchase. – Sugar Shack

• **Jan. 2019:** They have bread Sunday morning as well, and sell fresh fish in the cooler. – Taionga

**Boulangerie Shan** - Mon to sat 05:00 to 12:00, sun 05:00 to 07:00. Bakery as well grocery towards end of town (turn right before getting to the Air Tahiti office 200m

**Magasin Naiki** - 40 927 348, tel. 40 927 557, Hours: Mon-Fri: 07:30-12:00, 14:30-18:00, sat 07:30 to 12:00, sun 08:30 to 11:00. Location: Main road, at bank make a right, on left side at turn in the road.

• **Dec. 2019:** Friendly staff, well stocked produce, frozen and canned goods. Supply of clothing and some hardware. Will drive you back to dock with big purchase. – Sugar Shack

• **Jan. 2019:** The last store going out of town - we found here the best variety of fresh veggies and outdated cookies, quite some other outdated things as well) – Taitonga

3.1.6.1 Provision Cruiser Reports

**Dec. 2019:** If you walk into town to shop at one of the magasins, ask if they will give you a ride back with your purchase. Most will, but ask first. – Sugar Shack

**Jan. 2019:** Most magasin opening-hours: 08:00 to 12:00 and 14:00 to 17:00 (+/- ca. 30 min!). Red-price-tags mean that these articles are subsidized!

Stocks seem to be low 1 week before the next supply-ship ...; Vegetables are not easy to obtain. Best selection 1-2 days after the supply ship arrived, but still new stuff unpacked after 4 days (some goodies disappeared after a couple of hours). Better not to compare prices with Panama or Ecuador, they are comparable with Deli’s in San Francisco or Paris - We were happy to be able to buy things.

Monday and Thursday Bernard 87 720 532 (speaks english) comes to the anchorage around 11:00 and sells veggies and fruits from his plantation, they offer selfmade bread, pizza and nice quiche as well; you can order before via telephone/SMS via his wife Anna: 87 280 789, anna.loridan@hotmail.fr. Fish might be sold in a cool storage on the right handside after passing the Gendarmerie – Taitonga

**Sept. 2018:** Provisioning in town was good, but expensive. $20.00 six pack is the reality. – Kokpeli
July 2018: 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. – Moon Rebel

June 2017: Basic food supplies (few expensive fresh veg: potatoes, apples, bok choy). Chinese supermarket and hardware store in the town are ok for supplies. – Consensus

Aug. 2015: 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. – Jacaranda

3.1.7 Restaurants

Heremoana (at the harbor) - Tuesday-Sunday 07:30 to 14:00, 18:00 to 21:00. Monday closed.

- Jan. 2019: Stationary roulette-food-truck with seats under tents with Wi-Fi, big portions (one plate enough for 2 normal persons, e.g. tuna with Roquefort-sauce and fries for 1200XPF, Cola 1,5l 800XPF (Cola is already 500CFP in a store!!) - they have Wi-Fi! Service mostly slow, tables could be cleaner, food-quality differs: Once our fries arrived more cold than hot, they offered to heat them up in the microwave. – Taitonga

Relais Moehau
tel.: 40 927 269; http://www.relaismoehau.pf; hours: 06:30-08:30, 11:00-14:00, 18:00-21:00; Location: Main road, just around the big bend and before the village, on right sight. is supposed to be one of the best eateries in town.

- Jan. 2019: (In town) - regular menu, at night also wood fired pizza (pizza starting 1500, meat from 2000, desserts around 1000). 3 minutes before entering town on the right-hand side views over the ocean. They offered to fetch us in their car after doing a reservation for 4. they are a small hotel as well and some speak English – Taitonga

Atuona Games and Café Hours: Mon-Fri: 0900-1700. Snack café with limited seating.

Make Make - Internet-Cafe (07:30-13:30), Sandwich place

- Dec. 2019: Make Make is now closed. – Sugar Shack

BBQ: Mostly every Wednesday, 18:00-21:00, BBQ organized by the Semaphore (up the hill) - drinks for sale, entry 200xpf, you bring your own food for the grill.

Restaurant Cruiser Report

Food trucks could be in town in the morning, 1 near the post, 1 behind the bank (we found one opposite the hardware store with veggies, fruits and eggs (you might want to bring your own case) – Taitonga

Sept. 2018: The best place to eat is at the community center, right on the beach. Local people, local food, good prices. – Kokpeli

3.1.8 Activities

Diving

Jan. 2019 www.marquisesdiving.com, marquisesdiving@gmail.com, 87 241 995, 40 927 905. Can pick you up for a dive in Tahuata as well.
Semaphore: This is a local lifesaving-group, which is not supported by the government, they have a small open fast motorboat in the boatyard ready to be launched in an emergency. They listen to VHF 16, but normally only if a volunteer is available (not 24/7)! Walk 100m uphill from the breakwater towards the sea. Ask Sandra for details and maybe how to support them! – Taitonga

**Guided Tours**

**June 2016:** There are 3 folks that that offer guided driving tours of Hiva Oa. – Jacaranda

- John Ozone, (689) 872-307-40 - 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.
- 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, (689) 873-276-16. 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.

3.1.9 **Cruiser Reports**

**Dec. 2019:** The shortcut mentioned by Taitonga is great, except if you are dragging a cart or carrying anything as you do have to cross over the beach, over a river, and up a goat trail. But it does save you 20-30 minutes into town. We were able to hitch hike into town once and a magasin gave us a ride back to the dock another time.

Visit to the Gauguin and Brel grave sites in the local cemetery. And for 600 CFP per person you can visit the Gauguin exhibit at the Cultural Center (plus another 500 CFP to see the Brel exhibit) in town. – Sugar Shack

**Jan. 2019:** Shortcut to Town. Sand with rocks - this is the shortcut if you walk into town, which will cut off 10-15 minutes (normal walk-time: ~30min), but you have to cross a little stream - either you jump or get wet feet (or both :-) or balance over stones: Walk from the harbour on the road and take the dirt road down to the beach. Cross the little stream to the other side. There is a little steep path going directly left up the hill (if wet and slippery walk NW on even ground until you meet the paved road again). Nonos at the beach!

B+B/Pension/Hotel: Pension Kanahau, Tania.Tania@life.fr, 87 701 626 (also on Facebook) (can organize tours, too) (e.g. 12000XPF for a double with breakfast)

We took a roadtrip across the island to Historic Site in Puamau "Me'ae lipona". Calculate for the trip ~100km and 2-2.5h driving time each way with some stops, Nice scenery!

Directions: Take the road to the airport and then turn right at the roundabout and follow the "street"; mostly dirtroad with "some" potholes and the last bit is singletrack with interesting views down hill (We would not like to do the trip after or during heavy rain). The site itself is ok, but imho not great.

The cementery in Atuona - very different grave-styles – Taitonga

**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. – Kokpoeli
July 2018: 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. – Moon Rebel

3.2 Motu Anakee

3.2.1 Anchorages and Moorings

March 2016: 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. 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.

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.

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

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

3.3 Hiva Oa North Coast

3.3.1 Hanamenu

3.3.1.1 Anchorages and Moorings

April 2019: 9°35'7607 S /139°08'4185 W, in 14m, sand. We found this bay to be roly, very murky water. Difficult dinghy landing at the beach (Ua Pou/ Tikeu style). Two friendly couples live ashore on copra. There is a stream with a nice pool were swimming/washing is possible. Supposedly drinkable water but we did not try. – Chugach

3.3.2 Haniaipa

3.3.2.1 Anchorages and Moorings

Aug. 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. Staying out in deeper water will put you in sand versus rock bottom. Anchor opposite the concrete quay or further out. – Jacaranda

3.3.2.2 Yachtsment Services

3.3.2.2.1 Water

Aug. 2015: 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. On the dock with a shower. NOT potable – Jacaranda
3.3.2.3  **Cruiser Report**

**Aug. 2015:** 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.  

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 an abundance of fresh water on the dock makes for a good stop. – Jacaranda

3.3.3  **Puamau**

3.3.3.1  **Anchorages and Moorings**

**April 2019:** We found Paumau to be rolly, with difficult dinghy landing at the little jetty, we only succeeded at high water. Unless it is very calm weather it is probably unwise to keep the dinghy ashore (in case conditions change and putting it back in the water proves impossible). – Chugach

**May 2017:** Wind was from ENE and the anchorage is quite exposed and very rolly, 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. – Begonia

3.3.3.2  **Provisions**

**April 2019:** There is a grocery store at the village. – Chugach

**May 2017:** Basic store where you can buy some pastries along with limited groceries. – Begonia

3.3.3.3  **Restaurants**

**April 2019** Snack Therese, good little restaurant with advanced notice. Accepts payment for entrance fee to Me’ae Lipona historic site. – Taitonga

3.3.3.4  **Activities**

**April 2019:** A nice tiki site with a 30 mn walk and a small fee payable at the local restaurant (or 5 mn hitch-hiking). - Chugach

**April 2019:** Historic Site "Me'ae lipona" in Puamau - nice, but not great nor big, an english explanation chart at the entrance. Pay 300XPF p.p. at Snack Therese (we asked if we can harvest some fruits as well and were given instructions to a specific Pampelmousse-tree). – Taitonga

**May 2017:** 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). – Begonia

3.3.3.5  **Cruiser Report**

**April 2019 (we visited by car):** A little remote hamlet - the scenic road from Atuona is in ok-ish condition (mostly dirtroad). Public showers at the beach and a church. – Taitonga
4 Fatu Hiva

Fatu Hiva is the southernmost island of the Marquesas. Approximately 700 people live on the island. This island is NOT an official port of entry. Check in first at Atuona, as stopping at Fatu Hiva first is illegal.

The island doesn't get many tourists, so cruising boats are most welcome. We bring items 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 / Bay of Penises

The bay of many names. 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. This bay used to be called Baie de Penises until the missionaries renamed it to Baie de Vierges.

4.1.1 Anchorages and Moorings

Dec. 2019: 10.27.892S / 138.40.094W dropped in 10m of mud with solid hold. But we swung around too close to another boat so we re-anchored at 10.27.856S / 138.40.079W in 10m in mud with a solid hold. In between the two good sticks, we tried to go closer to shore in the “sandy area” but we could not get our spade anchor to stick. Another boat tried 6x with their rockna anchor, no stick.

10.27.88S / 138.30.08W, we came back after a day trip to Omoa and anchored in the center of the bay in 10 meters of mud. It took a bit to stick and dragged as we backed down at 2400rpm, but eventually stuck good. – Sugar Shack

April 2019: In Hananave, to be sure to avoid any rock it is better to drop the yacht anchor in more than 40’. Sand, good holding. Lots of manta rays when we were there.

Hananave has good landing places (protected quay) for the dinghy. You need to drop the grapnel a few meters from the quay and adjust line length to ensure the swell does not push and damage the dink against the quay. – Chugach

Nov. 2018: 10 27.874 S / 138 40.048W. At high tide on 10m with 60m. Holding was good at our spot (another vessel had difficulties with digging the anchor in while testing it full power in reverse (imho very good to test it very hard). 5 boats in the anchorage, nobody dragged.

No navigation aids, only a few street lights ashore. I would not recommend arriving here without local knowledge at night.

Swell/Rolly: Slight boat movements (1-2 out of 5 on the Dagmar-Scale). Water visibility: ~5-8m in clear water with dark bottom, visibility changes with the rains.

Dinghy landing: In the protected dinghy-harbour on the north side of the beach, we used a stern anchor, there is a boat ramp. – Taitonga

Summer 2018: 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. – Moon Rebel

**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. – Kokpeli

**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. – Spunky

**Aug. 2010:** **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! – Soggy Paws

### 4.1.2 Yachtsmen Services

#### 4.1.2.1 Cooking Gas

**Dec. 2019:** Magasin Kamuk Kebu sells cooking gas. – Sugar Shack

#### 4.1.2.2 Trash and Recycling

**Trash-Disposal:** Not available. Please do not burden the locals with your garbage.

#### 4.1.2.3 Water

**Nov. 2018:** A faucet at the harbour can be used for free, a hose (with a filter) can be connected, small particles in the water. – Taitonga

**Summer 2018:** 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. – Moon Rebel

**Aug. 2015:** There is excellent potable water available next to the boat ramp. Bring a long hose if you do not want to carry jugs. – Jacaranda

### 4.1.3 General Services

#### 4.1.3.1 Le Mairie

+40 46 59 60.  [secretariatC10@solidarite.gov.pf](mailto:secretariatC10@solidarite.gov.pf). Hours: Mon-Thurs: 0730-1530. Fri: 730-1430. Location: Take main road, turn right at the bridge and follow road toward the left. Le Mairie located on left next to post office.

#### 4.1.3.2 Post Office

Hours: Mon, Tues, Thurs, Fri: 0700-1100. Wed: 0700-0900. Location Take main road, turn right at the bridge and follow road toward the left. Post office is on left next to Le Mairie.

- **Nov. 2018:** supposed to have the “fastest” internet and may sell Vini-SIM-Cards (besides the Town-Office – straight from the jetty, cross the bridge (on right), turn left (7min walk) – Taitonga
4.1.3.3 Transportation

Nov. 2018: Services: “Taua (Christian)” offered Taxi-Service with his launch to Omau, restaurant service and a carved Stone-Tiki (turn right after the school, first (yellow) house on the left). – Taitonga

4.1.3.4 Wifi / Internet

Nov. 2018: “Hotspot Vini”, with 1-2/4 bars on the boat, but we were not able to log-in, neither to buy a SIM-card, neither to pay via credit card for the Manaspot hotspot.

Iridium Access: Bad, it takes longer and the connection broke down often - the bay is surrounded by 3 steep mountainsides

SSB: Good for checking into the Polynesian-Magellan-Net. – Taitonga

Aug. 2015: 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. – Jacaranda

4.1.4 Provisions

Location: straight from the jetty, cross the bridge (on right), turn left (7min walk).

- Dec. 2019: Very small magasin, but lovely people. They will also sell you tapa and produce from their garden. – Sugar Shack
- Nov. 2018: Shopping: Little magasin, but has quite a lot to buy but not everything in stock. Tomatoes seem to be imported and only sometimes available – only garlic and onions were in stock (the supply ship was awaited in 5 days). Prices imho are not unreasonable (if you e.g. compare an organic egg sold in Frankfurt, NY or Seattle with one here => Fatu Hiva it is more or less even). – Taitonga

Summer 2018: 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 XPFs for purchases and there’s no bank in the village. – Moon Rebel

4.1.5 Restaurants

Nov. 2018: Rosa (lovely elderly lady) offers dining for 2000 XPF/p.p. She is willing to take Euros, but no USD. Go towards the post, first house right after the bridge. – Taitonga

Summer 2018: Poyet’s dinner 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. The meal was OK. – Moon Rebel

Summer 2018: The next day, a cruiser brought around a local man, Poya, 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 were set up to host this kind of thing. – Kokpeli

4.1.6 Activities

Dec. 2019: Hike: Waterfall hike is about 1.7miles (one-way) takes about 45-60 minutes (easy to moderate). Take main road out of town, cross the river. The road will curve right as a dirt road appears on the left. Take the dirt road on the left. The dirt road will dead end with a river to the right and an
uphill path to the left. Take the path to the left and follow the rock pile formations which lead the way to the waterfall. We arrived in December and it was more of a trickle falls, but the path was dry and easy to navigate. The pool was cool and refreshing. I’m sure during rainy season is it gorgeous.

Snorkel: by the edges of the bay to see pretty formations, some coral and little to medium size fish. – Sugar Shack

**Summer 2018:** Poyet also organises island tours by 4-wheel drive @$150 for the half-day trip (max four people).

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. – Moon Rebel

**Summer 2018:** 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. – Kokopeli

**4.1.7 Cruiser Reports:**

**Dec. 2019:** Be sure to seek out Poya the “security guy” who will also do tours and serves you dinner if pre-arranged. He is very friendly and a wealth of knowledge. – Sugar Shack

**Nov. 2018:** Dramatic, stunning scenery, great light, nice sunset views over the open Pacific. Barter: Nobody wanted money – it seems they partly depend on goods brought in by cruisers. Some people offered fruits for exchange (they seem not to grow vegetables), they asked us for e.g. fishing-line, very big twin hooks for tuna, lures, rope, batteries, beer, Coca-Cola, perfume, leggings, shoes and again shoes, t-shirts/blouses, sunglasses.

Local traffic: Little open aluminium Pangas day and night. Wake no problem. They are hard to spot in 1m swells, but give a good radar-echo (a bigger cabin cruiser had a much weaker signal!); Nearly every day a bigger boat arrived for delivering or collecting people, staying outside of the harbour for ca. 30 min.

Beach: Big black rocks, not really a beach, kids use the boat ramp for swimming.

Flying objects on the boat: Many, many flies and sometimes a lonely big yellow wasp like creature, no mosquitos (they will find you ashore).

Wind and weather: The weather forecast (outside) was E 12-14kn. But what we actually had--This bay has its own weather. Easterly winds funnels from the mountains out of the bay, sometimes ground wind at night 18-22kn, gusts 30kn; daytime seems to be calmer (sometimes nearly no wind), still with vicious gusts; sun, clouds, rain can change within 15 minutes; The top of the mountains are normally covered in clouds.

After leaving Fatu Hiva we experienced within 2nm of the islands alternating winds between 06-26kn with wind shift up to 70deg (and ugly rain). – Taitonga

**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.

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. – Moon Rebel

**Summer 2018:** 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. We also walked to the waterfall, well worth the hike. We felt the carving here was better than what we saw at other islands. – Kokopeli

**Aug. 2015:** There is much written about this fantastic anchorage. We want to add a couple items.

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 dingy 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. – Jacaranda

**Unknown 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 a 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.

4.2 Omoa

4.2.1 Anchorages and Moorings

Dec. 2019: 10.30.71S / 138.41.282W anchored in 10 meters of mud. We were able to stick the hook
on the first try and backed down on it with 2400 rpm. We were only doing a short day stop, but we
stuck good. We had heard that this is not a good anchorage, not really good holding, but that is not
what we experienced.

Dinghy dock is cement and did not require a stern anchor while we were here, but we tossed one out to
keep our dinghy off the dock. – Sugar Shack

2003: 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. – Tackless II

4.2.2 General Services

4.2.2.1 Le Mairie
+40 46 59 60. secretariatC10@solidarite.gov.pf. Hours: Mon-Thurs: 0730-1530. Fri: 0730-1430. From
dock, turn right at the twin tikis (2nd road), then make the 2nd right. Le Mairie is behind the post office
(yellow building).

4.2.2.2 Medical
+87 79 74 74 or 92 80 36. Hours: Mon-Fri: 0730-1200. Location: From dock, turn right at the twin tikis
(2nd road), on left hand side across from church.

4.2.2.3 Post Office
Hours: Mon, Tues, Thurs, Fri: 0700-1100. Wed: 0700-0900. Location: From dock, turn right at the twin
tikis (2nd road), then take the 2nd right, on left (yellow building), in front of Le Mairie.
4.2.2.4 Provisions
Dec. 2019: Lightly stocked store, no produce, little frozen (the low supply could be due to holidays as we were here over the New Year). – Sugar Shack

4.2.3 Restaurants
Dec. 2019: Pension Fatu Hiva that has a snack, but they were´nt open when we visited. – Sugar Shack
2003: 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. – Tackless II

4.2.4 Activities
Dec. 2019: Grelet Musee, Omoa has a small museum run by Albertine. Location: From the dock, turn right at the twin tikis. Take 2nd right at sign (small arrow with Musee) and past the post office. It was closed when we stopped by and we could not find Albertine after asking at the post office and magasin. We found her house but she was not home (turn right at twin tikis, her house is past museum, on left with two large red hedges). Typically, the museum is open when a supply ship or AraNui stop by (or when you can find Albertine). – Sugar Shack
2003: 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. – Tackless II

4.2.5 Cruiser Reports
2003: 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. Starting at 5,000 CFP ($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. – Tackless II

5 Mahotani
Mahatani is a small island located between Tahauta and Fatu Hiva. It is mostly unsurveyed on the CM93 charts.

5.1 Anchorages and Moorings
April 2019: 9°57′2049 S / 138°50′1878 W, 20 m, sand. This is slightly NNW of the purple anchor that shows on the CM93 charts. This purple anchor is in 17 m of water, but in rocks. NW of our anchor position, there is more sand but the depths drop quickly. When backing after anchoring (to the SW, towards pointe Putoo), after 50 m we reach some rocks/coral. We buoyed our chain with 2 fenders,
Tuamotu style, to be able to let 100 m out in total. There is a very nice sand patch closer to the shore in 9m of water, but in our opinion way too close to the shore.

This island is only inhabited by sheep. We spent 24 h in Baie de Puioono, without going ashore. Here we found interesting snorkeling (big fishes, including sharks). – Chugach

6 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.

6.1 Vaitehu (village)

6.1.1 Anchorages and Moorings

Dec. 2019: 09.56.219S / 139.06.647W in 7 meters. There were 5 other boats already anchored here and none had stern anchors. With the big gusts (20-25kts) blowing through it made everyone swing all over the place.

Dinghy Dock can be precarious. There is a large swell and tide changes. The ferries and supply ships come and use the same dock and have priority. It appears that the ferries do not care if the dinghies are in the way. They will just come in and use your dingy as a convenient fender. You want to part your dinghy as close to the rocks (far right) as possible. You can use the mooring as a stern tie or try to use a stern anchor. I say “try” because there is lots of rock over there and it might get stuck. Everyone used the same mooring for a stern anchor while we were here. There is a ladder on the side facing the rocks. – Sugar Shack

Dec. 2018: Dinghy landing – Jetty: At the N-side of the shore with concrete steps (+ a ladder at the E-corner), used for loading passengers and freight; completely exposed; we had a bit less than 1m swell coming into the bay and were dropped off by another cruiser - the dinghy took some damage.

Dinghy Landing – River Mouth: 15m wide; sand with some stones before a low bridge; there was no water in the stream. Good timing for the waves and maybe dinghywheels could be helpful for landing in a swell. This is the bathing place and playground for the local kids, so please take care! (You might find some sandy little footmarks in your dinghy after you return. There is a rough ramp for the local fishing-pangas going into the rivermouth on the N-part. At low tide many stones, so it might be a good idea to land only at half tide or higher, and on a rising tide. – Taitonga

Aug. 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. – Moon Rebel

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. – Jacaranda

6.1.2  Yachtsmen Services

6.1.2.1  Cooking Gas (Propane and Butane)

Dec. 2019: Sarl Raihauti Magasin +40 929 019 sells cooking gas. – Sugar Shack

6.1.2.2  Trash and Recycling

Dec. 2019: There are personal trash cans for homes and businesses, but not really for cruisers. Try to dump your trash at an island with larger disposal facilities. – Sugar Shack

Feb 2016: There are trash receptacles near the Protestant church about 100 meters from the quay. – Jacaranda

6.1.2.3  Water

Feb 2016: Potable water: There is a spigot on the dock. – Jacaranda

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. – Nakia

6.1.3  General Services

6.1.3.1  Medical

Hospital: +40 929 227, +87 79 10 90, +40 42 01 01. Hours: Mon-Fri: 0730-1200 & 1330-1530. Located at the end of the main road, past the large church.

- Dec. 2018: Infirmary: Last house at the southern end of the seaside-road (maybe "only" a nurse and visiting doctors?) – Taitonga

6.1.3.2  Le Mairie

Located off the main road, before the large church on the left.

6.1.3.3  Post:

Hours: Mon-Thurs: 0730-1130, Fri: 0730-11. Located at the end of the main road, past the large church and before the medical facility.

- Dec. 2018: We were able to buy SIM-cards as well recharge cards at the post office. – Taitonga

6.1.3.4  Wifi / Internet

Dec. 2019: We found two places that offered wifi, but the best was Chez Jimmy. – Sugar Shack

- Chez Jimmy offers free wifi to customers and $5/per device for non-customers. It is a pretty decent connection. Food is typical Polynesian/Marquesan and runs about $17-20 per plate. Jimmy is super friendly and very nice.
• Snack Heitiare Joseph offers wifi but was often closed when we were there.

**Aug. 2018:** 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. – Moon Rebel

### 6.1.4 Provisions

**Sarl Raihauti Magasin** +40 929 019. Location: dinghy dock to main road (left by Jimmy’s), on right side. Sells Baguettes Mon-Wed-Fri only. Order in advance.

- **Dec. 2019:** Small selection of frozen, canned, and general supplies. Had little to no produce when we visited (over holidays probably due to no supply ship) – Sugar Shack
- **April 2019:** There is a grocery store in Vaitehu. – Chugach
- **Dec. 2018:** The shop partly stocked up, but it seems much better to shop the day after they had time to fill up the shelves. Baguettes: in the magasin (were sold out at 13:00). They only bake Monday, Wednesday and Saturday. You might want to reserve your baguette in advance. Had a little of nearly everything, we found cucumbers, potatoes, carrots (old), (onions got just delivered outside). – Taitonga

On the street towards south to Hapatoni, approximately 200m from the shore, uphill, there is Manu’s plant-nursery: possibility maybe for vegetables, bananas, or ginger. – Taitonga

Teiki is the islands beekeeper and sells local honey. – Taitonga

### 6.1.5 Restaurants

**Dec. 2019:** There are a few locals who will host pre-arranged dinners, but we simply enjoyed Chez Jimmy so much we kept going there. But here are a few other places – Sugar Shack

**Chez Jimmy.** Hours: flexible and open almost every day 0800-2000. It is a lovely place to spend the afternoon. It offers a beautiful covered patio with a sand floor. Strong, reliable wifi, good food, cold beer, and lovely atmosphere!

**Snack Heitiare Joseph.** Located across the street from Jimmy’s. The sign says they have wifi, but they were not open when we visited.

Behind Chez Jimmy is a “house” that sells “Baraque” snack, simple meal, will also sell produce (bring next day).

### 6.1.6 Activities

**Dec. 2019:** Hike: We hiked to the cross which was a pretty easy hike (45-60 round trip). Follow the main road, at the “Y” stay left, cross will be on your left as you near the point (or entrance to the bay).

Museum Te Ana Peua is very small, but lovely. Located near Le Mairie, just before the large church. – Sugar Shack
Aug. 2018: The road/rack north of the village, up to the big crucifix/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. – Moon Rebel

6.1.7  Cruiser Reports

April 2019: Only one carver left in Vaitehu (way up in the hills), most of them are now in Hapatoni where they set up an exhibition place (centre artisanal). – Chugach

Taitonga – Dec. 2018: We were anchored in Hanatefau and dinghied here, which took about 20 wet minutes (softbottom dinghy with 8hp).

The weather forecast (outside) was: Grib: E 15kn, gusts 18kn; Meteo France E 11/16kn, gusts 25kn.

We got: The wind both (!) ways directly on the nose, gusts 20-30kn (the general wind/clouds changed von ENE at noon to E later; quite gusty (offshore) in the big bay [Friends reported: good holding, gusts going offshore up to 50+kn].

Nice church to visit. The Aranui arrived around 14:00 and some carvers displayed their goods.

Beach: no, big black rocks, except the at the river mouth

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. – Jacaranda

2010: 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 stop, but nothing ashore, just palm trees where we anchored. Great snorkeling (even saw a black tip shark). 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 magazine sells baguettes but get there early (like before 8 AM), or reserve in advance. – Soggy Paws

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. – Nakia
**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 tress and water so clear you can see the bottom in 25 feet of water and no one around but a few other yachts.

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 mangoes they had picked from the trees. The amount of tropical fruit here is astounding, trees everywhere groaning with mangoes, 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 sizes 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. – Nemesis

### 6.2 Hapatoni/ Hanatefau

#### 6.2.1 Anchorages and Moorings

**June 2019:** We returned to this anchorage in May 2019 for 5 weeks: The strongest gusts (~30+kn with around 18-20kn easterly weather forecast) were still mostly onshore, but northly as well, southerly stronger wind as well, once even directly down the mountain (during easterly gusts, the boats in the northern Hapatoni anchorage (up to 4-5) had completely different wind). Usually it was 5-10 kn from all directions (less than in 2018). Up to 12 boats in Hanatefau - some faced stern to stern due to the current and weird winds, some were too near each other, but still 50cm apart. The peak of the mountain is rarely without clouds, so you will not get much solar energy.

Swell/Rolly: We had a day of high but long swells from the south.

Dinghy landing: Easy, in the protected dinghy-harbour. There is a boat-ramp on the east side which even bigger local boats use, and this is the playground for the kids! We used a stern-anchor and stayed near the western corner, so visiting ferry boats had the chance to go to the quay as well. – Taitonga

**April 2019:** To visit Hapatoni, it is better to anchor in Baie Hanatefau and use the dink to cover the .5 nm to Hapatoni. Look for the resident dolphin pod in Hanatefau.

Hapatoni has a good landing place (protected quay) for the dink. You need to drop the grapnel a few meters from the quay and adjust line length to ensure the swell does not push and damage the dink against the quay. – Chugach

**Dec. 2018:** 09°57.73S; 139°07.14W. Anchored on 12.5m (high tide) with 60m chain on sand. Holding: Good at our spot in sand. 2-5 other boats in the anchorage. Closer to shore as well more south are some rocks and boulders! The anchoring plateau drops very fast after 15m depth!
We arrived with no wind and were not sure in which direction to dig in the anchor, so we decided to get protection from gusts down the mountains (wrong!!!). There is a current in the bay.

Swell/Rolly: Slight boat movements (1 to 2 out of 5 on the Dagmar-Scale). In June 2019, we had a day of high but long swells from the south.

Water visibility: ~12m+ in clear water (we saw our anchor from the dinghy).

Wind and weather: The weather forecast (outside) - Grib: 12-19kn ENE; Meteo France 19/21kn, gusts 30kn. The top of the mountains were slightly covered with clouds which the easterly pushed to the west.

What we got: Winds onshore! Back-circulating eddies from the normal easterlies, from NW, W and SW with ugly gusts up to 30+kn! Gusts mostly around 30 seconds; “only” wind – no wind waves! It seems nearly nothing of the easterlies comes down the mountain. Mostly our bow pointed towards the sea! Some short rain showers.

Dinghy landing: bare rocks - landing imho not possible. Though some anchored their dinghy in calm conditions and swam ashore.

Navigation lights: a green pole with a green light on top (we saw it working only once...) on the breakwater at the dinghy-harbour in Hapatoni, motion-operated light in the harbour, only a very few lights ashore, no working streetlights.

The Bay of Hapatoni and Hanatefau are separated by a rock ridge, on top of it (maybe at 80m height) is a cross and a shrine which is illuminated at night and might be used as an “idea”.

Occasionally boats actually anchor off Hapatoni. Holding is reported by locals to be dead coral in front of the harbour, in the northern part (away from the harbour) up to 5 boats were anchored. Looking down from the cross it looks like there are sand patches there. – Taitonga

**July 2015:** 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.

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.

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. – Jacaranda

**2010:** Anchor at Hanatefau 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. – Soggy Paws

**2009:** 09-57.744S / 139-07.110W. Anchoring position. – Nakia

6.2.2 **Yachtsmen Services**

6.2.2.1 **Trash and Recycling**

**June 2019:** There is no trash or recycling at this bay. Locals have to take their trash to Vaitehu or Hiva-Oa (if you find a trashcan, do not want to use it, because then they have to separate the trash and take it to Vaitehu). – Taitonga
6.2.2.2 Water

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. – Jacaranda

6.2.3 General Services

6.2.3.1 Wifi / Internet

June 2019: Sometimes cell phone reception, depending on the anchor spot and where you are hanging based on the changing winds.

Iridium-Access: not good, one side is blocked by the steep mountains

SSB: Good enough (mostly) for checking into the Polynesian-Magellan-Net – Taitonga

6.2.4 Activities

June 2019: Things to see: The street along the shore as well as the ceremony-plateaus between the maree and the church are ancient remains (bigger than in Hiva-Oa, Puamau but without Tikis).

There are petroglyphs walking towards Vaitehu after the bay of Hanatefau, where the concrete street goes up the mountain. There is a little sign approximately 1.5-2m height on the right, where you go approximately 50m into the woods (bring bug spray!).

Walking: There is a dog who chewed on some cruisers in the last house towards Vaitehu (near the cross). If you dare to walk from the northern Hapatoni-anchorage through private land you might want to know that, and avoid. Staying on the road towards Vaitehu should be ok. – Taitonga

6.2.5 Cruiser Reports

Dec. 2019: Our friends on Break Away gave us this update on Hapatoni (we had planned to visit but ended up staying in Hanamoenoa bay. Small village and really nice hikes/walks on shore. A very nice settlement ashore with kind people ESPECIALLY Tahina and her neighbor, Kalino. You must look them up. They both speak some English. You can do your email for free at Tahina's and more than likely she will make a feast for you to enjoy. She is very hospitable and a great cook. She would never allow us to pay her, so, Yves and I walked into town and picked up some groceries for ourselves and her (another grueling, but beautiful hike, with fortunately a lift by car upon our return). You can also dingy into town from Hepatoni.

Kalino is a good carver and a big personality. He'll take you fishing or walking over to the other side of the island or the petroglyphs, if you wish. He will do so just for the pleasure of it. He did our laundry for us in his machine at 1000fcp a load, dried in his yard. Go to mass, they sing like angels, especially Kalino!

Regularly has a pod of Spinner dolphins who spend the morning feeding and frolicking around the boat. – Sugar Shack

June 2019: Stunning steep high mountain, lush green, great scenery. A coconut plantation, with a single hut, on shore, nice sunset views over the open Pacific (Hapatoni-Village is south in the adjacent bay (~.7nm). We anchored in Hanatefau and dinghyed to Hapatoni. ~100-150 inhabitants. Nice little village with a lot of harmony. Person to address for infos in the hamlet is Tehina (very nice lady, speaks english).
Wildlife: In December two pods of dolphins. In May nearly every morning dolphins (up to 50-60) with some little ones who were trained spinning in the air and splashing around by their parents, sometimes rays; beginning of June the number of dolphins went down, mid June rarely dolphins.

Local traffic: Not much traffic from/towards Vaitehu, one Wednesday night, the Taporo (a big freighter) anchored in front of Hapatoni (arrived at night, left before sunrise). The Aranui may send one of its tenders from Vaitehu. A regular speedboat visits and operates as a ferry to Hiva-Oa.

Church service: 08:00 Sundays in Marquesan language. Incredibly good singers, awesome!!! They take the ceremony seriously, but the kids can behave like kids. You might want to dress "appropriate" (no spaghetti-top or hot-pants, cargo shorts for men and flip-flops are ok). Weekdays at 17:00 they have shorter services.

Carvers (specialty bonecarvings): Ask around, https://hapatonisculptures.wordpress.com/

Fish: ask Tea (Robert) (40 929 096), first house coming from the harbour going straight, you can order for a specific date and the night before he will try to catch Sushi for you.

Dancing: If occasionally a little cruise ship arrives, like the Orion from National Geographic, they do great performances.

April 2019: Most of the carvers are now in Hapatoni where they set up an exhibition place (centre artisanal). The “federator” name is Kalino. – Chugach

July 2015: 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.

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. – Jacaranda

Aug. 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. – Soggy Paws

6.3 Ivaiva Nui / Ivaiva Iti

6.3.1 Anchroages and Moorings

June 2016: 09 54.7S / 139 06.4W - Sand bottom 25'. 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. You can certainly move further into the bay if you wish. – Jacaranda

2009: 09.54.752S / 139-06.476W. We sailed over to Ivaiva Iti 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
6.4 Hanamoenoa
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.

6.4.1 Anchorages and Moorings

Dec. 2019: We visited this bay several times. Each of our anchor points are listed below. – Sugar Shack

- 09.54.465S / 139.06.225W, 7 meters, sandy bottom. We anchored here after a day trip to Omoa, middle of bay and nice breeze
- 09.54.465S / 139.06.258W 7 meters, sandy bottom. This was our 2nd anchoring spot had us over sand and in perfect location for breeze and swing.
- 09.54.4809S / 139.06.2708W 8 meters, muddy bottom, but with scope, the chain rubbed some coral, so try to anchor closer to beach and not here.

June 2016: 09 53.9632 S / 139 06.0052 W. Sand and scattered rock 25’. 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. – Jacaranda

July 2009 - 09-54.478S / 139-06.252W. – Nakia

6.4.2 Cruiser Reports

Dec. 2019: There is only one inhabitant, Stephen. He can be very nice and hospitable but is very particular about visitors on the beach. If you visit the beach, stay on the beach and do not go beyond the tree lines without his permission (that is his property). And do not take anything off the beach (shells, coconuts, etc...). He has been hurt by many cruisers who have stolen from him which makes him very testy and nervous around other cruisers. If he approaches you, you will enjoy the company of a very intelligent man who speaks 5 languages!

This is a spectacular bay which is pristine and quiet. We snorkeled the northeen side by the coast and found it to be unremarkable. – Sugar Shack

Aug. 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 yachtsies 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

Aug. 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 Hanamoenoe. Must be a good anchoring spot!! Fortunately, they anchored far enough offshore that it didn't crowd us at all.

– Soggy Paws

6.5 Hanameneni Bay

6.5.1 Anchorages and Moorings

Mar 2016: 09°53.586 S / 139°04.931 W in 27' sand. 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.

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. – Jacaranda

7 Ua Huka

7.1 Vaipaee Bay

7.1.1 Anchorages and Moorings

April 2019: 8°56′40″18 S / 139°34′39″90 W, in 4m, mud. We stayed in Vaipaee for 2 nights with moderate E wind. Almost no swell, but we were fairly deep in the bay, and the further in you are, the least swell (with the conditions we encountered). We surveyed the surroundings with our portable sounder in the dinghy, and found 4 m up to the cliffs on both sides of the bay at the level of our mooring. Easy disembarking with the dinghy. – Chugach

Aug. 2018: 08-56.3605S / 139-34.434W in 3.6m/12′+tide to the west of the small fishing boat moorings using a single anchor – little roll or swell. 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.

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.

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. – Moon Rebel

**Oct 2015: 08-56'42S / 139-34'34W.** Our second anchorage where we had good holding. 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. 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 our first location, further in the bay, which did not hold.

We spent 4 nights in Vaipee 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.


**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. (see above waypoints).

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.

**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. – Jacaranda

7.1.2 Yachtsmen Services

7.1.2.1 Trash and Recycling

Aug. 2018: I didn't notice any trash bins there, but again we weren't really looking for/expecting any. – Moon Rebel

7.1.2.2 Water

Aug. 2018: There are water taps at the south end of the dock, but we never tried/tasted the water. – Moon Rebel

Oct 2015: There is a water spigot with hose on the quay. Locals said it was not potable. – Jacaranda

7.1.3 General Services

7.1.3.1 Post Office

Aug. 2018: Post office available. – Moon Rebel

7.1.4 Provisions

Aug. 2018: 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. – Moon Rebel

Oct. 2015: 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-baguette, and large loaves). The second day we went in they had plenty on the shelves. – Jacaranda

7.1.5 Restaurants

Oct 2015: 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.... – Jacaranda

7.1.6 Activities

April 2019: We visited Hane and Hokatu from Vaipee with the services of Toa and son Arii from Pension Mana Tupuna, and highly recommend them as guides. They are also good carvers. – Chugach

Oct. 2015: 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. – Jacaranda
7.1.7  Cruiser Reports

April 2019: This is the island the least visited by yachts, but in our opinion not to be missed. The very friendly population makes a living on copra, fishing and carving. There are not enough fishermen on Ua Pou and Nuku Hiva, and fishermen sell their catch to these 2 islands. We stayed 5 days.

The church with very nice locally made wood sculptures deserves a visit. At the interesting arboretum we provisioned for free a lot of fruits, including mangoes from different varieties. Next to the airport (located mid distance between Vaipee and Hane, which in total is 14 km), there is a small “mall” created from scratch in 2013 for the Marquises festival then held in Ua Huka. It hosts a small centre artisanal where carver Pava from Vaipee exhibits and sells; The best museum we have seen in the Marquises (to the level of Quai Branly’s in Paris, we have not visited Papeete’s yet) not to be missed; A carving school.

From Hane after a 20 mn walk you reach the site that hosts the oldest tikis in Marquesas (400 BC). The bay from Hane is a possible anchorage. It is wider than Vaipee’s, and, according to the locals, less subject to swell bouncing back and forth against the shores than Vaipee. But disembarking with the dinghy is not a slam dunk. There is a centre artisanal and “sea” museum in Hane, but we did not visit them. – Chugach

Aug. 2018: 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 worshops, 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’e worthwhile: Your typical colonial/tropic al 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. – Moondance

Oct 2015: As the guidebooks state, the small village of 150 people is about a mile up the road from the anchorage.

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.

Another plus about the village is the museum. It is small but terrific - lots or 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.

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). – Jacaranda

7.2 Haavei

7.2.1 Anchorages and Moorings

April 2019: 8°56’6468 S / 139°35’7324 W in 11m, sand (no rock as written elsewhere). We were in Vaipaee Bay and the wind moved to stronger ESE/SE so we left Vaipee to go to Havei bay where we stayed 3 nights, waiting for the wind to move back E to sail to Hiva Oa. It was a bit rolly, but the 2 islands in the South reduce the swell impact. – Chugach

Oct 2015: 08-56’58S / 139-35’72W. Depth 23’. Located on the SW corner of Ua Huka this small bay with a sandy beach is mentioned in Charlie’s Charts.

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 rolly. When the wind died, we lay beam on. A flopper stopper would be helpful. – Jacaranda

7.2.2 Cruiser Reports

April 2019: Ashore (disembarking difficult, Tikeu/ Ua Pou style), there are a few houses that are not permanently used. On the first day when the swell was still minimum, we tried Baie Matau, but it was already too rolly. With NE conditions it must be great. Stunning view of Ua Pou at sunset (if clouds allow). – Chugach

Oct 2015: 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 Vaipaee. – Jacaranda

7.3 Hane Bay

7.3.1 Anchorages and Moorings

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. – Mata’irea
7.3.2 Cruiser Reports

Aug. 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 Vaipaee seem to have moved to that end of the island. – Moon Rebel

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

7.4 Hokatu

7.4.1 Cruiser Reports

April 2019: We visited Hokatu by land from Vaipaee. The Hokatu mooring is to be used only in calm weather. The local centre artisanal is the best we have seen in the Marquesas, a true cavern of Ali Baba. – Chugach

Oct 2015: We thought we might move over to Hokatu from Vaipaee 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. – Jacaranda

8 Ua Pou

8.1 Ua Pou's East Side

8.1.1 Hakahau Bay (09-21S / 140-03W)

8.1.1.1 Anchorages and Moorings

Dec. 2019: 9 22 513S / 140 02.888W. Anchored in 6.5 meters of sand with stern anchor. We anchored during the large Marquesan festival and had to be within a specific approved anchorage area in this bay. Of course, the approved anchorage was not in the protected area behind the break wall which made it a rolly and uncomfortable 3.5 weeks waiting for the Marquesan festival. We would have preferred to be protected by the break wall, but that was not an option for us.

Dinghy Landing: You can bring your dinghy up on the beach or tie it to the quay. There are several spots, but the safest is on the dock side that is perpendicular to the main break wall. The dock side that is parallel is used for the local boats and they prefer you not tie up there and get in their way. Some people tied their dingies to the corner where they could bow and stern tie. – Sugar Shack

Aug. 2018: 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 seafort 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 is 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. – Moon Rebel

**Aug. 2015:** 09 21.518S / 140 02.798W, 3m at low water. Where the boat rests at anchor (bow & stern) not where we dropped the hook. 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.

**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. – Jaccaranda

### 8.1.1.2 Yachtsmen Services

#### 8.1.1.2.1 Cooking Gas (Propane and Butane)

**Dec. 2019:** Two magasins sell cooking gas (see provisions for hours/contact). Magasin Marielle and Magasin Juliette. – Sugar Shack

#### 8.1.1.2.2 Fuel (Diesel and Gasolone)

**Dec. 2019:** Two magasins sell small quantities of diesel (no gasoline) (see provisions for hours/contact). Magasin Marielle and Magasin Juliette. – Sugar Shack

#### 8.1.1.2.3 Trash and Recycling

**Dec. 2019:** There is a large green trash bin by the dock. Please do not put glass or aluminium in the trash as they recycle these items. Glass and aluminum recycle bins located around town. One off main road, just as it dead ends to 2nd street by co-op and on left before church), another recycle bin is next to Magasin Juliette, and another is just past the elementary school on the 1st street. – Sugar Shack

#### 8.1.1.2.4 Water
Aug. 2018: 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. – Moon Rebel

Aug. 2015: Water: Not Potable. Taps available on or near dock and beach shower available in front of the canoe club. – Jaccaranda

8.1.1.3 General Services

8.1.1.3.1 Air Tahiti
Dec. 2019: +40 86 42 42 or +40 910 225. Hours: Tues. & Fri: 1500-1700. Main street, 2nd left, on right, by post and Le Mairie. – Sugar Shack

8.1.1.3.2 Bank / ATMs
Dec. 2019: Banque Socredo. Hours: Mon-Thurs. 0800-12n & 1330-1600. Fri: 0800-12n & 1330-1500. Main street, 2nd left, on right, near poste and Le Mairie). There is an outside ATM. – Sugar Shack

8.1.1.3.3 Gendarmerie
Main street, 2nd left, past post office, on left. Laundry
Dec. 2019: The Boulangerie does laundry. +87 314 729 and so does Alexandrine. 5kg for 1000xpf – Sugar Shack

8.1.1.3.4 Library
Dec. 2019: Main street, 2nd left, then first right, and is on the left past the Le Mairie. The library offers books, jewelry, postcards. and wifi. Internet access is “free” with purchase of 500xpf or more. It will usually last about a month. Each device will receive a password entered by librarian. – Sugar Shack

8.1.1.3.5 Le Mairie
Main street, 2nd left, first right, and on your left by post.

8.1.1.3.6 Mechanics
Dec. 2019: We found several mechanic shops but did not use them. See below. – Sugar Shack

- Mechanic shop: Location: main street, 2nd left, on right side before church.
- Mechanic shop: Location: main street, 2nd left, 1st right, past post, bank, before road turns.
- Mechanic shop/boat repair: Location: main street, 2nd left, 1st right, past post, bank, road bears left, on right side where a magasin used to be located.

Aug. 2015: AC, Refrigeration and general car repairs: Claude, is an ex baker, is the local repair guy. – Jaccaranda

8.1.1.3.7 Post Office
Main street, 2nd left, first right, and on your left.

8.1.1.3.8 Transportation
Dec. 2019: We only saw a few approved taxis (with the VMT sticker) but everyone was offering rides during the festival.

Bike rentals (E-Bikes) Teheikuakakaa +87 30 76 28

Car Rentals - Boulangerie / Café. (main street, 1st left, on left). +40 92 52 57. Hours: Mon-Sat. 0500-1500. Sun. 0500-0800. – Sugar Shack

8.1.1.3.9 Wifi / Internet

Dec. 2019: There are three places that offer internet. See below – Sugar Shack

- Biblioteque “Library” offers internet with purchase of 500xpf or more. Hours: Mon-Fri: 0730-1600 (wifi is on until 1700). Location: main street, 2nd left, 1st right, past post and bank, on left.
- Snack Vehine Hou +40 925 063. (main street, 1st left, past bakery, on left).

Aug. 2018: 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? – Moon Rebel

Aug. 2015: Internet: No Manaspot available in the harbor. Hotspot-WDG has a strong signal in the harbor. The bakery/cafè has free wifi and there is free wifi in the tiny library. But its all terribly slow. – Jaccaranda

8.1.1.4 Provisions

Boulangerie / Café. +40 92 52 57. Hours: Mon-Sat. 0500-1500. Sun. 0500-0800. Main street, 1st left, on left. Pre-order bread and baked goods.

- Dec. 2019: Sells baguettes, sandwiches, pre-packaged lunches, pastries, and some produce. Really good internet, best on the island, for customers. – Sugar Shack
- Aug. 2018: 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, if you’re there before 08:00. – Moon Rebel

Baker, Claude. Main street, 1st left, past Boulanderie


- Dec. 2019: Definetely the largest and well stocked market on the island. They have a variety of home goods, hardware, and food. – Sugar Shack
- Aug. 2018: The biggest grocery store (Maricel's) on the left, just after the church; Maricels does not close at lunchtime and opens on Sundays too. – Moon Rebel

Magasin Tevaea +40 925 630 Main street, 1st left, past bakery, on right.
• Dec. 2019: This is a well stocked store with friendly staff. They often had cases of beer when others were sold out. – Sugar Shack

• Aug. 2018: 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. – Moon Rebel


Magasin (main street, 2nd left, before church, on left, behind Hinano Snack)

• Aug. 2018: 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. – Moon Rebel

Magasin Hours: Mon-Sat. 0500-1900. Sun 0500-0700, 0900-1100, 1600-1830. Main street, 2nd left, after Magasin Marielle

• Aug. 2018: If you continue for another 2-300m there's a third on the right-hand side of the road, 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. – Moon Rebel

Magasin Aline +92 52 03. Main street, 2nd left, past church and sport center, on left.

Magasin: Hours: Mon-Sat. 0500-12n & 1400-1830, Sun: 0500-0700 and 0900-1100. Main street, 2nd left, 1st right past post/bank, on left.

Provisioning Cruiser Reports

Aug. 2018: 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. – Moon Rebel

Aug. 2015: 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 croissants. 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 that 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. – Jaccaranda

8.1.1.5 Restaurants

Dec. 2019: Lots of great places to eat here! See below. – Sugar Shack

Co-Op (near the library) serves lunch daily and for 700xpf with an 'all you can eat' buffet. Come early as they do run out! Elizabeth is the cook and she is Henri’s sister from the dock eatery at Nuku Hiva. She will also get fresh produce.

Pizza Ato +87 26 32 74 or +87 72 63 33. Hours: Mon-Sat 11-1300 and 1800-2100. Main street, 1st left, past bakery, on left. Pizza to go, no place to sit

Snack Vehine Hou +40 925 063. Main street, 1st left, past bakery, on left. They offer wifi and a comfortable place to enjoy a meal.

Te O’a Pohue o Ua Pou snack (next to library) offers buffet 650cpf and sells some produce.

Snack Juliette (there is a big Hinano sign). +40 925 391. Main street, 2nd left, on left, before church. We heard this snack was closed, but may reopen.

Pension Pukuéé: Jerome (French army veteran married to a Marquesian) now is a restaurant.

8.1.1.6 Shops

Dec. 2019: Lots of lovely little shops to purchase Marquesan trinkets. See below. – Sugar Shack

- Artisan Market. Location: main road, 2nd left, 1st right, past post and bank, on left side.
- Biblioteque “Library” books, cards, jewelry, office supplies. Hours: Mon-Fri: 0730-1600 (wifi is on until 1700). Location: main street, 2nd left, 1st right, past post and bank, on left side.
- Planete Tuako +87 34 80 44 or +40 925 056, planetetuako@gmail.com. (main street, 2nd left, on left). Hours: Mon-Fri: 0830-12 and sometimes in the afternoon. Sporting goods and clothing
- Tehina Boutique +40 925 525 or +87 32 02 74. (main street, 1st left, past the bakery)/Clothing, flip flops, toys

8.1.1.7 Activities

Dec. 2019: There is a canoe/outrigger school located on the beach if you want to take lessons. There is lots of exploring around this village.

Tours: Pierre (aka Peter) at La Merie is a wonderful island guide and will take you walking or for a trip in his car. Aout $100 plus petrol for a day trip. He is VERY intelligent and informative and speaks English well. His cousin, Meitae (not 100% sure of her name) who also works at La Merrie, is lovely too and speaks English well.

Hike to Hakahetau: This is a 4.5-5-hour hike one way. It is mostly shaded by the trees, but should be started as early as possible. We found GPS coordinates on Wiki Loc which were mostly accurate. They can be downloaded on to Maps.me or Garmin or other devices. The one spot where we got lost (and another group we heard of) was about an hour into the hike, there are 3 roads to choose from. One goes up (which we took), one looks like it goes to a house (down) and one in the middle which goes above the house and below the upper road. Take the middle one toward the right. You can arrange for a taxi or panga back. We did the walk over, walk to Manfred (chocolate guy), the waterfall, and town and it was 11 miles.

Hike to Cross: We did the hike to the cross that Moon Rebel mentioned, but we took a different path back over the ridge. From dock, take very first road to left (toward pension), follow well marked, fairly easy trail to cross (about 20 min). You can go back the way you came or continue on the path that will
lead you across the mountain ridges (up and down and more of a proper hike). The path is pretty clear albeit narrow. Before you reach the large rock peak and while you are in a valley you will see the path splits or “Y” and you will want to take the path down, toward the right to make your way back to the village. The path will drop you behind the village. Over all hike is about 3-3.5 miles and took about 1-1.5 hours. – Sugar Shack

Aug. 2018: 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. – Moon Rebel

Aug. 2015: 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. – Jaccaranda

8.1.1.8 Cruiser Reports

April 2019: There is a centre artisanal near the mairie exhibiting and selling carvers work. Of course, wood and bone carving, but also stone carving in “pierre fleurie” which is unique to Ua Pau. – Chugach

Aug. 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! – Moon Rebel

8.2 Ua Pou’s West Side

April 2019: There is swell in most bays, including the main villages of Hakahau and Hakahetau. At Hakamaii and Hakaotu we anchored but could not land with the dinghy. The least rolly anchorages were in Baie Hikeu (unsurveyed) and Baie Hakaotu. – Chugach

8.2.1 Hakahetau (09-21S)

8.2.1.1 Anchorages and Moorings

Dec. 2019: We did not anchor here, but we did do a drive by to see how protected it was from weather. The second approved anchorage for the festival was here and we decided to just brave it at the Hakahau anchorage. Both anchorages were exposed, but the Hakahau anchorage was at least within walking distance to the festivities. We did visit the Hakahetau anchorage at the peak of festival activity and there were well over 30 boats anchored here. – Sugar Shack

8.2.1.2 Provisions

Dec. 2019: Couleur Cacao – Manfred the “chocolate guy” +87 24 19 10 or +40 57 07 8 or contact @couleurcacao.com and his website is www.couleurcacao.com. He sells 75-80% cacao, organic, dark chocolate from his house at $5 per bar (as of 12/19). – Sugar shack
April 2019: One mile above the village, German Polynesian veteran (26 years in Polynesia) Manfred is making outstanding black chocolate. Definitely worth the walk (partly common to the waterfall). – Chugach

8.2.1.3 Restaurants
April 2019: In Hakahetau, Ti’Piero is a very good restaurant, with wifi. You need to book/give notice in advance. – Chugach

8.2.2 Vaiehu (09-23S)

8.2.2.1 Anchorages and Moorings
Dec. 2019: 9°23.2245 S / 140°07.740W. Anchored in 16 meters of water. We had an east swell and avoided Hakahau and Hakahetau. It was a lovely, peaceful, calm anchorage. We stayed here for a week enjoying the beautiful bay.

Dinghy landing was fun during high and low tide. The swell breaks pretty hard near shore and there are lots of rocks. We decided to paddle board in rather than risk the dinghy. Even with paddle boards we had to navigate the swell and rocks. – Sugar Shack

2009: 09-23.2125 S / 140-07.696W. 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

8.2.2.2 Provisions
Dec. 2019: Walk over to next bay Haakuti. On your immediate left is the largest of two magasins. Further down the street is a much smaller magasin that is not well stocked but he does have propane tanks. – Sugar Shack

8.2.2.3 Activities
Dec. 2019: Hike to the white cross at top of hill. Paddle board or take your chance with the dinghy (watch for low tide as there are lots of rocks). Land at the shore below and to the left of the house. Once onshore, there is a path up to the little house, keep following the path. It will veer left to go to an animal pen, but stay straight to go to cross. The path is very overgrown and there are plants with stickers. Continue until the path ends at fence. Left of gate is loop to open gate which keeps animals out. Close the gate after you. Continue up. You will see a house on your right. Follow the garden fence to the left until you pick up the path again. You will pass through another gate before you get to the cross. There is a lookout point, the cross and a monument.

Hike to Village in Haakuti. Follow directions to the cross until you get to the house on the right. At the house you will see a dirt road on your left. Follow to the village in Haakuti. Main road veers left (right by large church and cemetery). Two magasins and lots of friendly people. – Sugar Shack

8.2.3 Hakaotu (09-24S)

8.2.3.1 Anchorages and Moorings
April 2019: 9°23’8415 S / 140°07’6994 W, in 12m, sand. Going ashore with dinghy on the south side of the bay. Friendly couple ashore (Jacky and Muriel). – Chugach
8.2.4  Baie Hikeu (09-26S)

8.2.4.1  Anchorages and Moorings
April 2019: 9°26’12.82S / 140°05’85.94W, in 13.5 m, sand. Hikeu was the least rolly of the Oa Puo anchorages. Pebbles on the beach, dinghy landing difficult if ever possible, we swam ashore after anchoring the dinghy 50 m from the beach. – Chugach

8.2.5  Baie Hakaotu:

8.2.5.1  Anchorages and Moorings
April 2019: 9°23’84.15S / 140°07’69.94W in 12m, sand. Going ashore with dinghy on the south side of the bay. Friendly couple ashore (Jacky and Muriel). – Chugach

9  Nuku Hiva (Airport, Customs)

9.1  The South Coast of Nuku Hiva

9.1.1  Baie de Taiohae (Main Village)
Baie De Taiohae, the main port for the Marquesas, offers the most services and provisioning in the Marquesas.

9.1.1.1  Anchorages and Moorings
There is a defined No-Anchoring-Zone in the northern part of the bay (Cruiseship dock+300m to shore) is a: 140°05,91W/008°54,74S to 140°05,89W/008°55,31S to 140°05,74W/008°55,33S (stated in order 1084/CM from 04.08.2016, you can get penalties).

Feb. 2020:  Taiohae Baie is a nice wide bay, easily navigable. We came in at night on our first visit after coming direct from Makemo. We stayed here several times, here are our anchor points:

- **8.55.183S / 140.06.209W** Muddy seabed made for a good hook in 12 meters.
- **08.56.1103S / 140.06.2006W** Dropped in 9 meters. We anchored further away from shore and other boats as we did lots of 360’s.
- **08.56.0177S / 140.06.3431W** in 11 meters, good muddy holding, on the west side of anchorage near resort.

Note the no-anchoring zone as described above. The Gendarmerie will ask you to leave if you anchor in the no-anchoring zone. We stayed between 1-3 weeks each time and every time we had fouled chain, bridle, and anchor. We had to use the pressure washer to clean each off before bringing them on board. It was really, really disgusting. – Sugar Shack

Dinghy Dock Etiquette:
- Do not tie your dinghy painter to the ladder
- Do not raise our outboard
- Do not use the moorings to stern tie your dingy
- Slow down to 5kt once at the finger pier (wakes toss the local fishing boat bows into the wall)
There are several places to leave your dinghy, some are better than others.

- Dock (parallel to the beach where fisherman clean fish)
  - There are two ladders here. One has lost the top ring which makes it hard to use. The locals allow us to use this area, please be respectful
  - Both the ladders and the dock have sharp shells which cut easily into your skin and pontoons.
- Dock (perpendicular to the beach where the cruise ships dock their tenders). There is no ladder, but there is a built-in step area. Be careful here as many dinghies have flipped over with the swell causing damage to the dink and outboard.
- Beach. You can pull your dinghy up on the beach, but watch for the swell, sharks, and jelly fish. Typically, the sharks won’t bother you as they are too busy with the chum by the dock.

What’s in the water? Not sure what is in the water, but every time we anchored here (over 6-8 times) we grew a science experiment. Yes, we need a bottom job, but after a week, we would need to clean the waterline, bridle, and anything else within the water’s reach. Get ready, it’s fun! – Sugar Shack

Jan 2019: 08*55,070S / 140*05,595W, in 17m with 70m chain. Good holding in grey mud with coral sand for the Bügel. Nearer ashore it is less deep, but maybe a bit more reflecting swell.

There is a defined No-Anchoring-Zone in the northern part of the bay (Cruise ship dock+300m to shore) is a: 140*05,91W/008*54,74S to 140*05,89W/008*55,31S to 140*05,74W/008*55,33S (stated in order 1084/CM from 04.08.2016, you can get penalties).

60 boats in the U-shaped anchorage and still plenty of room. Rolly. Nice scenery but not as spectacular as elsewhere.

The Cargo/Cruise ships do park at a massive concrete-dock on the North side of the bay. Cruise ships might also anchor in the bay and ferry passengers ashore.

Navigation lights: Navigation lights were working. The town has a lot of streetlights as well. (I would dare to anchor in this bay at night!)

Water-visibility: ~4-5m in dark water, (after heavy rain 20cm).

Fouling: After 3 weeks our alu-bottom (with nearly no antifouling left) was very badly covered with weeds, sponges and barnacles (like a living 3cm thick carpet) but relatively easy to scrape; it took almost an hour to clean the weedy anchor chain.

Wind and weather: The weather forecast (outside) was at the beginning ENE-E 17-21kn, gusts 30, sea moderate E 1,5m. What we got: All directions, only a few gusts, often NW 10-15kn.

(The breaking waves at the bay-entrance (Sentinelle de l'Ouest) can be used as a sea condition indicator)

Swell/Rolly: Quite some boat movements (3 to 4 out of 5 on the Dagmar-Scale). The tide often pushed us to 90 deg to the swell. When a bigger southerly-swell is coming in, I do not want to be here!!! (Some cruisers reported that sometimes it is not possible to go ashore). There is some current in the bay and the boats sometimes are stern to stern.

Local traffic: occasionally fishermen and supply ships as well cruise ships (then it gets busy with their tenders)!

Dinghy landing: L-shaped harbour in the NE corner. In front as well behind the breakwater, they have med-style moorings with stern-buoys for the local motorboats. When you go in, do not cut corners and look out for the lines between the buoys and dock. Some mooring-buoys are placed outside the harbour.
as well (You can offer a ride to the drivers, because they do not want to swim (because of the sharks =>
fish-cleaning-area).

There are two ladders (~1-2m) up the concrete dock on the left-hand side of the steep ramp in the
corner. The first ladder is harder to climb (a handle on top is missing) and normally has fewer dinghys.
There are horizontal ropes to tie the dinghy to, so the ladder stays clear from the dinghyropes, if your
painter is too short your dinghy might be pulled upon another one by the tides. It can be cramped. The
locals share these ladders with us as a courtesy!

Around the corner towards the beach is another option to tie up your dinghy at a concrete wall on the
N-side going towards the beach (not so crowded), closer to the beach is better (stern-anchor maybe
usefull). There are two lower sections in the concrete to climb out. Do not use the first 15 m from the
corner (with the first climb-out), because these are used by the locals to board their vessels with
passengers and the cruise ship tenders (as well here are the fish-cleaning-tables and the walls are more
covered with sharp shells :-).  

Some dinghys carry lines of fenders as a protection against the sharp shells on the wall. Some dinghys
land on the beach directly. – Taitonga

**Aug. 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 are loads of space, so
dig in one and see how you feel after the first night. – Moon Rebel

**May 2013**: 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). 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. –
Cynergy

**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. – Moondance

### 9.1.1.2 Yachtsmen Services

#### 9.1.1.2.1 Cooking Gas (Propane and Butane)

**Feb. 2020**: Can be purchased from Total Fuel station or at Nuka Hiva Yacht Services (@ 4500f for 20lbs).
If you have an American tank, use Nuku Hiva Yacht Services. If you have a French tank that can be
exchanged, go direct to Total Fuel station as it is cheaper. – Sugar Shack

**Jan 2019**: Exchange bottles at the fuel station, (13kg refill 2899xpf, deposit 3000xpf in 2019) or use
Nuku-Hiva-Yacht-Services. – Taitonga

#### 9.1.1.2.2 Fuel (Diesel and Gasoline)

Accept duty free certificate, very friendly and nice.
**Feb. 2020:** Big boats have to stern tie (med-moor) to the concrete dock. However, the swell and tide makes it very difficult. During the three months that we were in and out of this bay, we only saw 2 boats do this. The one sailboat took well over 3-hours to try to secure itself to the dock. The other boat was a 50-meter power boat.

Most cruisers just bring their dinghy to the dock during high tide. On the left side of the dock is a ladder where you can tie your dinghy. You do have to carry the jerry cans to the station to fill as the diesel pump at dock is too powerful for small cans.

You can borrow up to 10-jerry cans from Nuka Hiva Yacht Services (for free). NHYS will also deliver full jerry cans directly to your boat (for a fee). – Sugar Shack

**Jan 2019:** At the Total fuel station at the cruise-dock; tel. 40 920 618 mon-sat 07:00-12:00, mon-fri 14-17:00. You can park the dinghy at a ladder (NW-Corner of the dock), go up straight ca. 4m (on top is a handle to make it easier). I lowered my jerry cans down into the dinghy with a rope. With some swell I would not do it. Depending on the tide the dinghy might get trapped under the dock. – Taitonga

**May 2013:** 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. – Cynergy

**2010:** 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. – Soggy Paws

9.1.1.2.3 Trash and Recycling

**Feb. 2020:** Recycling is easy in Nuku Hiva so be sure to separate out glass, clear plastic, colored plastic, and cans from your trash.

Large trash bins are located between the main dock and street. From the dock, turn left and go up towards the street. On right is a nice fenced in area with large trash bins. DO NOT leave batteries, oil, or recycling here. There are also trash cans at the recycling area and along the shore.

Recycling Bins: From dock go toward main street, turn left. On right side is a large parking lot. To the left of the parking lot is the green recycling center. The stand-alone container is for glass (to the left of the other bins). They separate out clear plastic, colored plastic and aluminum cans. Oil is poured into the large black stand-alone bin to the right of the recycling center. – Sugar Shack

**Jan 2019:** Please help to recycle: here they separate the trash and treat it as a ressource for recycling. The containers are ~50m from the Tourist Info towards the carpark: aluminium, cans, glass, opaque plastic, clear plastic, batteries (only 50m detour from going into town). There are additional big containers at the exit of the harbour for the rest of your trash. – Taitonga

9.1.1.2.4 Water

**Feb. 2020:** Kevin from Nuku Hiva Yacht Services said that the water in this bay is not potable. He recommends filling up in Daniel’s Bay or Controller’s Bay. – Sugar Shack

**Jan 2019:** Water: NO DRINKING WATER: available at the dock with several hoses! FILTERED water is available at two stations in town for free. (Do not do your laundry there!) – Taitonga
Aug. 2018: 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. – Moon Rebel

9.1.1.3 Nuku Hiva Yacht Services

VHF 72, Tel: 920 750, Kevin 87 226 872 (English), Annabella 87 794 830 YSNukuHiva@hotmail.com, www.YachtServicesNukuHiva.com, Mon-Fri 08:30-11:00, 12:30-15:30 Located on main dock with yellow awning and pop up tent out front.

Kevin and Annabella Ellis owners of Yacht Services Nuku-Hiva as of 2013. They have been working hard to re-establish YSNH as a resource for visiting yachtsmen.

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)
- Hull Cleaning
- Mechanic – (inboard / outboard)
- Sail Repair (sail loft above office)
- 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
- Tahiti Crew representative
- Local cruising station host for SSCA and OCC
- Spectra Dealer

Contact Info: VHF 72, Telephone / Fax: 920 750, YSNukuHiva@hotmail.com

Mailing Address:

Yacht Services Nuku-Hiva
BP 301
Taiohae, Nuku-Hiva 98742
French Polynesia

Feb. 2020: Kevin and Annabella are amazing! We used the for several projects and were very pleased with the work, their professionalism and their friendly attitude.

Sailwork: Kevin was out of town when we first arrived, but he still managed to arrange to have his helper (local cruiser) help us sew up our leading edge on our jib. We used Kevin’s sail loft (above his office) and professional sewing machine.

Fuel: Kevin let us borrow 10-jerry cans several times to fill our boat at no cost.
Boat parts: We had to replace our martingale (seagull striker) while here. We tried to go through Mat Rigging in Papeete, but it was a disaster and we had to get a refund. Kevin helped to facilitate the refund even though he was not involved with the original order. He then helped us work with a vendor in the U.S. who not only had the parts in stock, but swaged the parts and had them in FedEx within 2 days of the order.

Shipping: Kevin facilitated the shipping of our martingale from the U.S. to Nuku Hiva.

Wealth of Information: Kevin has been here for a long time and knows just about everything from the supply ship schedule, to which pop-ups to eat at, to sight-seeing.

Wifi / Internet was available daily for 600xpf/day. Strong, reliable service.

Trinkets and Clothing: Annabella hand-crafts beautiful shirts, pants, wraps and more. – Sugar Shack

Jan 2019: Nuku-Hiva-Yacht-Services - Wi-Fi, laundry, care-taking of anchored boats, rental-cars, check-in, duty-free-fuel-formalities, sail-repair, shipping stuff which can not be done here to Tahiti, sell icecream !, etc.; Kevin 87 226 872 (english), Annabella 87 794 830 (makes nice fabrics!), VHF 72; mon-fri 08:30-11:00, 12:30-15:30, tel 40 920 750, www.YachtServicesNukuHiva.com, ysnukuhiva@hotmail.com, nice and helpful service! – Taitonga

Aug. 2018: 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. – Moon Rebel

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. – Kokpeli

May 2017: Yacht Services also have a book swap at the back of their office on the Quai. – Begonia

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). – Spunky

May 2013: 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. – Cynergy

9.1.1.4 General Services

9.1.1.4.1 Air Tahiti

Feb. 2020: +40 910 225. Hours Mon-Fri 0800-1200. Mon, Wed, Fri 1330-1630. Marie-Helen will assist with reservation via central hotline (pay later online or in office) +40 86 42 42 (press 2 for English)
**www.airtahiti.pf**. Office is located on main road. Turn left out of dock and it will be on right side (before the bank). – Sugar Shack

**Jan 2019:** Air Tahiti office mon-fri 08:00-12:00, mon-wed-fri 13:30-16:30, tel.4091 0225, Marie-Helene; you can do a reservation via a central hotline as well (and pay later online or in an office): 40 864 242 (press 2 for english!), www.airtahiti.pf. – Taitonga

9.1.1.4.2 Bank/ATMs

**Feb. 2020:** Bankque Socredo hours Mon-Thur. 0800-1200 & 1330-1600. Fri. 0800-1200 & 1330-1500. Bank with an ATM (24/7). From dock, turn left and bank will be on right hand side. The ATM at the post office is no longer functioning.

They cannot do bank to bank transfer unless you have an account with them (which they would not let me create one). I was trying to pay a vendor in Papeete and ended up sending cash with another cruiser who flew to Tahiti. NHYS can do a bank transfer for 10%. – Sugar Shack

**Jan 2019:** Bank with ATM (max 100000 XPF (never saw a bigger max!) – Taitonga

9.1.1.4.3 Gendarmerie

**Feb. 2020:** +40 920 305. Hours: Mon-Sat: 0700-1200 & 1400-1700. Although we found that they make their own hours. They are located across from the post office and hospital. Do not go to the Gendarme across from Artisan market as that is the prison. Requests that you check in upon entry into the Marquesas. – Sugar Shack

**Jan 2019:** Gendarmerie: 40 920 305. – Taitonga

9.1.1.4.4 Hardware Stores

**Feb. 2020:** We found two hardware stores and a magasin with some hardware items. – Sugar Shack

- **Hardware store Bigot** +40 92 04 34 Hours: Mon-Fri 0730-1200 & 1300-1600. Turn left onto main road. Turn right after Magasin Kamake and continue up the hill. Past the bus depot and recycling bins. Turn left at bridge, cross over bridge and store will be in front of you. Some hardware, home goods.

- **Naha Quincaillerie. nahaquincaillerie@gmail.com.** Hours: Mon-Fri: 0700-1200 & 1230-1600. Sat: 0700-1200. Location: Turn right out of dock area, past post office and hospital, take left at “Y” heading up hill. At top of hill turn right. Just past the power plant is a driveway on right with steep decline, go down and the hardware store will be at the end of the road on the right (no sign). Small, but well stocked hardware store with tools, paint supplies, gardening (seeds, pots), some line, etc.....

- **Magasin Larson** In the back of the store are a few hardware type items can be found here. See provisions for contact and hours.

**Jan 2019:** Hardware Store: Bigot, tel.4092 0434, carries building-supplies, a bit boat- and fishingstuff, Makita-tools and a bit of everything as well has a clothing, shoe and toy section (No store in Taiohae carried manual fly-flaps (only electric ones). Turn right before Larson and walk uphill ca. 500m until the busstation/recyclingcollection, turn left and proceed for ca. 80m.

Little stores/workshops with hardware on the road to the cruise-terminal (ditto most magasins carry a bit). – Taitonga

9.1.1.4.5 Laundry

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Feb. 2020: Services offered by Nuka Hiva Yacht Services for 1500f per load (wash, dry, fold). 1000f for wash only and 2000f for hot water. Laundry takes 36-48 hours.

Kapa Services - Laverie Laundry +689 87 70 01 52. Hours: Mon-Fri: 0730-1600. Sat: 0700-1200. Located in small building of former school behind the bank and library. Wash 800, Wash/Dry 1000, Wash/Dry/Fold 1200, delivery 250, recovery 250 (all xpf) – Sugar Shack


Kapa: 600xpf (wash) to 1000xpf (wdf) (can collect and deliver for 300xpf, you can leave it with Celestine at the market) tel. 87 349 189 – Taitonga

May 2017: 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. – Begonia

9.1.1.4.6 Le Mairie

Feb. 2020: +40 910 360. Le Mairie is located on the main road, right hand side (across from Artisan Market). – Sugar Shack

9.1.1.4.7 Library

Feb. 2020: The library is located in one of the buildings of the small school (behind the bank). Read books, use the internet and enjoy a cup of coffee. Membership is 1000xpf per year. – Sugar Shack

9.1.1.4.8 Mechanic (Auto)

Feb. 2020: We found two auto-mechanic locations but did not use either of them. – Sugar Shack

- Eurl Kea’Kamani. +87 39 32 34 keakamani@mail.pf. Location: Turn right out of dock area, past post office and hospital, take left at “Y” heading up hill. At top of hill turn right. Just past the power plant is a driveway on right with steep decline, go down and mechanic will be on left.
- Garage Hakapehi 920 489 or 920 496. Next to Eurl Kea’Kamani. Auto mechanic and accessories.

9.1.1.4.9 Marine Services / Boat Parts

Feb. 2020: NHYS helped us repair our leading edge of our jib. The sail loft is clean and large enough to do any sail repair.

Wood Shop: Menuiserie. 22 68 72. Hours: Tues-Fri: 0730-1100 & 1330-1500. Location: Turn right out of dock area, past post office and hospital, take left at “Y” heading up hill. At top of hill turn right. Just past the power plant is a driveway on right with steep decline, go down and wood shop at the end of the road. Fabrication, renovations and repairs. – Sugar Shack

Jan 2019: Canvas work and tender construction, Pierre, SY Tivano lives in a house on the hills, tel. 87 32 47 29 (also bookable through NHYS). – Taitonga

Bottom-Cleaning: Pierre (SY Tivano) lives in Nuku-Hiva, 35USD/h (calculate 3h), tel. 87 324 729, as well bookable via Nuku-Hiva-Yacht-Service, Pierre is manufacturing glasfiber dinghys as well.

Welding/Metal and Woodwork: Workshops on the road to the cruiseship-terminal. – Taitonga

9.1.1.4.10 Medical
**Feb. 2020:** There is a decent size hospital with several physicians. +40 920 200 or Emergencies: +40 910 216. Turn right on to main road, past Poste office, on right. Several nurses are also available during emergency situations: Laurent Barucchi +87 291 586; Thierry Courtade +87 311 316; Marie France Malatessa +87 307 995; Fred Arnaud +87 224 235. And if you are in need of a dentist: Pierre Puech +40 920 418.

Pharmacy: +40 910 090 pharmacie.nukuhiva@mail.pf. Hours: Mon-Fri 0730-1200 & 1430-1700. Sat. 090-1100. Take left on main road, then turn right on 3rd street (just past cathedral). Then make first left and pharmacy will be on your right. It is up a steep hill. – Sugar Shack

9.1.1.4.11 Net: Taiohae Bay Net

**Feb. 2020:** Channel 72, 08:00. The Taiohae net is a super useful benefit and it is up to us to keep it alive. Volunteer to run the net (a script can be provided for guidance). – Sugar Shack

**Jan 2019:** Channel 72, 08:00. For and from cruisers: If you do not hear a net controller, you are very welcome to do the net yourself! Most cruisers use 72 as a hailing-channel. – Taitonga

9.1.1.4.12 Passports & Visas

**Feb. 2020:** Subdivision Administration des iles Marquesas. Hours: Mon-Thurs: 0800-1130 & 1400-1530. Raimano Lucas speaks pretty good English and works with Papeete to facilitate passport and visa information. From dock, turn right, 2 story building on left just before post office. The office is located on the first floor on the side. – Sugar Shack

9.1.1.4.13 Post Office

**Feb. 2020:** +40 920 340. Hours: Mon-Fri: 0730-1130 & 1230-1530. Fri closes 1430. Located on main street, turn right from dinghy dock, on right side. The ATM does not work. They do sell sim cards and will top up your existing sim card. – Sugar Shack

**Jan 2019:** Hours: Mon-Fri: 07:30-11:30,12:30-15:30 (Fri14:30) outside-ATM (not working) – Taitonga

9.1.1.4.14 Salon

**Feb. 2020:** Esthetique Kumuhei is located near Le Maire (right side). +87 723 728. – Sugar Shack

9.1.1.4.15 Tattoo Artist

**Feb. 2020:** +87 70 78 74 or T.huukena@gmail.com. Teiki wrote the two books on Marquesan tattoos and is the producer of an extremely educational and informative documentary. He is located off the main road, just past the recycling bins in a white building. His average price is $50/hr for drawing or tattooing. He is lovely, gentle and very talented – Sugar Shack.

**Summer 2018:** 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 skilled. Each is a one-off piece of art. T.huukena@gmail.com, 87 707 874. – Kokpeli

9.1.1.4.16 Tourist Office

+40 920 825. Hours: 8:00-11:00 and 1230-1530. www.nukuhiva.org, comitedutourisme.nukuhiva@gmail.com. Located near dock across from artisan market.

**Feb. 2020:** Colletee can arrange for tours, taxis, rental cars, and more. Just ask. She is a wealth of information. – Sugar Shack.
Jan 2019: near the dock, ask Colette (She sells fresh produce as well.) Pick up a map of Taiohae in the Tourist Office, it has all the important things marked on it. – Taitonga

9.1.1.4.17 Transportation

Feb. 2020: Car Rental Services:

- Nuka Hiva Yacht Services rents cars. ysnukuhiva@hotmail.com
- Tourist office, Collette, comitedutourisme.nukuhiva@gmail.com
- Tony Loc Locations and Taxi. +690 40 92 03 30 or +689 87 78 5 41. pensionmoananui@mail.pf. Located next to Moana Nui pension and pizzeria

Taxis and Airport Transfers

- Nuku Hiva Yacht Services $40/pp each way, ysnukuhiva@hotmail.com
- Tourist Office, Collette, comitedutourisme.nukuhiva@gmail.com
- Otto Justin +87 72 02 65
- Dupont Odile +87 73 26 73
- Hokaupoko Leonard +87 74 47 60
- Jusqu’a +689 87 71 74 96 (will do excursions as well)

Please note that NHYS and the Tourist center will add a small fee to help arrange services for you. – Sugar Shack

Jan 2019: Rental Cars: Pension Moana Nui: e.g. Suzuki Jimmy 4x4 for 10000xpf/d (2019) – Taitonga

9.1.1.4.18 Wifi / Internet

Feb. 2020: There are several places that offer wifi. See Below. – Sugar Shack

- The most convenient is NHYS with a solid, reliable, decent connection for 600 xpf/day.
- Snack Vaeaki (to the right of NHYS) offers wifi as well with purchase of food/beverage. The best connection is in front of the kitchen.
- Snack Tematapuaua (located behind the produce market and across from artisan market) offers wifi with purchase.
- The Keikahanui Pearl Lodge (west side of bay) offers really good internet that can reach the anchorage. Must purchase food/beverage (and can use the pool during the day).
- Snack Joseph is located off main road, past bank and Moana Nui
- Library has internet once you become a member. See above
- Vini and GoogleFi also worked well.

Jan 2019: Internet: Wi-Fi at the dock-restaurant Snack Vaeaki (support them for that by buying drinks or food!) - the password is displayed on the ordering-table; as well Nuku-Hiva-Yacht-Services and several places in town, e.g. the library (yearly membership 1000XPF, closed during holidays, but mostly they leave the Wifi on)

Vini-cell-coverage - Internet worked on the boat for emails (in the morning) [it was possible to receive and send emails 8nm out of Taiohae!].

Vinispot for WiFi in the bay available to log in.

SSB: sometimes ok(ish) for checking into the Polynesian-Magellan-Net

Iridium-Access: good, despite the mountains. – Taitonga
Aug. 2018: 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. – Moon Rebel

9.1.1.4.19  Veterinarian
Jan 2019: Vet: Ludovic 87 343 136. – Taitonga

9.1.1.5  Provisions
Magasin Kamake +40 920 322. Hours: Mon-Sat 0530-11300 & 1400-1830. Sun 0530-1100. (blue/white awning) from dinghy dock, turn left and it will be first market on your right.

- Feb. 2020: Moderately stocked market. However, they have fresh baguettes and pastries in the morning. Locals will sell fresh produce or sandwiches out front. – Sugar Shack
- Jan. 2019: Kamake, they bake their own bread (good!), No bread on Sundays. Bread might be sold out after 09:00; you can prepay for tomorrow and collect the reserved bread at your desired time. The bread is carried mostly in plasticbags - for the crispyness it is much better to carry it in a self-made cotton sack (more ecofriendly as well). – Taitonga
- Fall 2011: 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. – Moondance

Magasin Larsons +40 920 331. Mon-Sat. 07:30-11:30, 14:30-18:30, Sun. 0700-1200. (red awning) past Magain Kamake on the right-side corner. It is the biggest and best stocked market. Well stocked market, some home goods and hardware supplies. Veggies and fruit sold outside in mornings. Some organic and gluten free items.

- Feb. 2020: Great selection and variety of food. Fresh baguettes and a small hardware/fishing section in the back. – Sugar Shack
- Jan. 2019: Larson, organic and specialities, and some fishing equipment. – Taitonga

Magasin Celine +40 92 01 60  Mon-Sat 0600-1230 & 1400-1930. Sun 0900-1230 & 1630-1900. Turn left on main road, will be on right hand side about 3 streets down, just past cathedral

- Feb. 2020: Celine sells organic lettuce and will has a large variety of produce. They also sell hydroponic lettuce. Produce is delivered (from the farms) Mondays & Thursday. – Sugar Shack
- Aug. 2018: 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. – Moon Rebel
- Summer 2018: 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. – Kokpeli

Magasin Hoata +40 920 021 Hours: Mon-Sat 0600-1900. Sun: 0600-1200. Following instructions to Pharmacy, continue uphill past pharmacy about ¼ mile. Magasin is on left.

- Feb. 2020: Well stocked market, great liquor and wine selection. They sell beer by the cases and will often offer you a discount or bottle of rhum if you make a large purchase. They will pick you up and drop you off at the dock so you don’t have to make the long walk (must make $100 purchase). – Sugar Shack
**Veggie Market**: Hours Mon-Fri: 0630-1500 Sat 0400-1000. Earlier the better for the best variety of produce. Many vendors set up in the buildings just off the dock (by the main road).

- **Jan 2019**: Fresh-Produce-Market with ~10 tables next to the harbour, mon-fri: 06:30 to 15:00, sat: 04:00 to 10:00; Wed and Sat seem to be the best days. – Taitonga

**Fish Market**: Poissonnerie is located on the right side of the dock. Hours: Mon-Fri: 0630-1300. Sat. 0630-0900. Tel. +87 28 93 19

**Fresh fish** from the fisherman at the dock. Timing was all over the place, but we’ve heard 0530-6030.

- **Jan. 2019**: Fresh-fish direct from the fishermen (they do not talk a lot) at the harbour between ~5:30 to 06:30, kg/500xpf in 2019, you might have to buy the whole fish or half (share-options on the VHF-net:-) – Taitonga

9.1.1.5.1 **Provision Cruiser Report**

**Aug. 2010**: 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 brocolli 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). – Soggy Paws

9.1.1.6 **Restaurants**

**Snack Vaeaki** tel. +40 920 551. Mon-Sun 0630-1500. Offers wifi and decent meals for 1000f. On main dock to the right of NHYS. Does not sell liquor/beers. Hosts music/ukelee lessons on Sundays at 1600.

- **Feb. 2020**: Really nice people who run this snack. Typical local cuisine and super tasty lemonade. They sell baguettes and fresh fruit. Wifi for customers. – Sugar Shack

- **Jan 2019**: Snack Vaeaki - they have Wi-Fi! 7 days a week from 06:30 to 15:00, main courses around 1000XPF, tel. 40 920 551

- **Summer 2018**: There's also some kind of community center near the dinghy dock with good food at easy prices, sometimes entertainment, and a chance to meet locals. The Snack by the dingy dock has usable wifi, and good coffee and food. – Kokpeli

**Snack Tematapuaua** +40 92 06 43 or +87 75 72 26. Located behind produce market, wifi and beer.

- **Feb. 2020**: Typical cuisine, but be careful with the paninis as they used old meat in two sandwiches. Wifi offered to customers. – Sugar Shack
Keikahanui Pearl Lodge, turn left from main road, walk past cathedral and continue following the edge of the bay. A sidewalk will appear on the right side. Lodge sign on right, turn right. Then take first left onto dirt road. Nice restaurant, refreshing negative edge (small) pool and wifi. The pool is only available until 1600 and then it is guests only. They have half price Hinano, Heineken and cocktails on Friday nights from 1800-2000.

- **Feb. 2020:** We splurged on two lunches here. Really great food and tasty cocktails. You can use the pool and wifi before 1600, then the pool is for guests only. – Sugar Shack
- **Feb. 2011:** 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. – Moondance
- **Aug. 2010:** 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. – Soggy Paws

Boulangerie Snack Joseph (pink building) +40 920 431 or +87 74 49 09 Usually open early mornings and when cruise ships are visiting. Very tasty food.

Pizzeria: Moana Nui +40 920 330. Located past Magasin Kamake. Pizza was “less than average” and pricey.

Pension Moana Nui +689 920 330, pensionmoananui@mail.pf, e.g. double with breakfast: 9900xpf/n + tax (2019).

- **Jan 2019:** Restaurant that serves breakfast. – Taitonga

9.1.1.6.1 Restaurant Cruiser Reports

Fall 2011: 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). – Moondance

Aug. 2010: 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 'roulette' 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

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milk in our poisson cru!! Since a beer in a grocery store is about $3 US, 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). –
Soggy Paws

9.1.1.6.2 Shopping in Taiohae Bae

Feb. 2020: There are lovely shops where you can buy clothing and Marquesan trinkets. – Sugar Shack

• **Artisan Market** in the buildings just off the dock. Selling jewelry, shells, wood artifacts. Closes
  at 1500.
• **Nuka Hiva Press** (school supplies, paper goods) Mon-Fri 0800-1130 & 1300-1630. Sat. 0800-
  1130.
• **Boutique Chez Nadja** (clothing, toys) located near Nuka Hiva Press. Mon-Fri: 0800-1130 & 1300-
  1630. Sat. 0800-1130
• **Boutique** (clothing, Marquesan trinkets) located on the dock between NHYS and the snack.

9.1.1.7 Activities

Diving:

Feb. 2020: Diving Office located next door to the Nuku-Hiva-Yacht-Services. There is no sign, but there
is a dive sticker on the door. Office hours are supposed to match the boutique next door, but often
don’t. Kevin might be able to help you track them down. They do fill dive tanks.

We snorkeled on the reef in front of the beach/resort area and found there to be a decent selection of
fish and coral (we saw an octopus). It was a bit murky, but shallow so you can see all the sea life. We
also snorkeled the little inlet just past the green marker (past and below the gazebo). In the corner are
some schools of fish and ok sea life. The has coral is interesting formations as it tries to hide the fish.
– Sugar Shack

Dance Classes

Feb. 2020: Fabienne teaches dance class. You can find her at the community center or ask NHYS to
contact her. Some cruisers attend the local dance classes and swing their hips and meet locals! – Sugar
Shack

Tours

Feb. 2020: There are lots of companies that give tours of the island. We did not take a tour, but several
other cruisers enjoyed them. – Sugar Shack

• NHYS can arrange a tour or take you on the tour of the island. VHF 72, Tel: 920 750,
  YSNukuHiva@hotmail.com
• Tourist Office, Collette can arrange a tour of the island. +40 920 825, Hours Mon-Fri 0800-1100 
  & 1230-1530 comitedutourisme.nukahiva@gmail.com. Just tell her what you are interested in
doing/seeing and she will schedule it for you. All day tour, up to 8 people, $65/ea, lunch is not
  included.
• Richard Temarama Deane offers 4x4 tours with 10 years experience.  +689 87 28 08 36 or +689 
  87 74 86 78 or temarama.tour@hotmail.fr. www.temarama.com. Temarama Tour includes
  historical, botanical, cultural, archeological in 4x4 excursion. Richard Temarama Deane has
  license of security, professional hiking, first aid kit and mobile phone for your safety.
• Jocelyne Henua Enana Tours +87 74 42 23 jocelyne@mail.pf
Things to do and or see on your own:

- Visit Hatiheu Baie and visit the archeological site of Hikokua and amuihei and Tahakia.
- Hakatea religious site on north coast
- Rose Carver’s Museum, this was never opened when we went by, but its supposed to be nice

Hiking / Walks

**Feb. 2020:** We took full advantage of the mountains in Nuku Hiva, after spending several months in the Tuamotus where there is nowhere to hike. Here are our favorite hikes: -- Sugar Shack

- **Colette Baie** is a nice easy hike, 75 min one way. Main road, turn left, past cemetery. Turn right at Pearl Resort and continue up hill. At top of hill, at the “Y” turn right. Then turn right at the Colette Baie sign and large rock with “Colette Baie.” Uphill on left. At next “Y” stay straight and follow the sign. At the top of the hill is a 3-way intersection. Take the middle road. It may have a “locked gate” but it is fake locked and easily opened. Follow road to Colette Baie, nice black sand beach.

- **Gazebo / Palapa / hike** (look toward SE corner of bay to see it). Turn right from dock, past hospital, then turn right at the top of the hill. Keep left, at the “Y” take left (don’t go downhill), at the 3-way intersection, take middle road which turns into dirt road. See tourist/info sign to visit gazebo, lookout, and beach.

- **Waterfall hike** (see it north of anchorage). Left at main road, right at Magasin Celine (opposite Mare/Tiki site). Up the hill until you get to the “Y” then turn right and continue up. Next “Y” take the dirt road to the right. At the 3’rd “Y” take the road to the right going downhill. Keep right and continue past the water treatment plant, cross the stream. It says “private” but the gate was down and we proceeded onward. Follow the large metal pipe (on left) to the base of the waterfall. Note: There is NO swimming at the waterfall which is small but pretty. It is their water source and no room to get wet.

- **Koeva (Marquesan site)** 45-minute walk (one way). Turn right at Magasin Larson. Walk up hill about 20-25 min. turn right at the metal power poll and recycling plant (surrounded by green fence) which is just before the road makes a hard-left turn (8.90.234S / 140.10.113W). At the large banyan tree, turn left (4-way intersection), then make your next right (might be a chain blocking vehicles up). Be sure to explore all around as there are many hidden huts, tikis and statues.

**Jan 2019:** Walks: There is an ancient Marquesan site (Koeva) you can walk to, about 45 minutes, uphill, one way. Follow the Road from Magazin Larson up the hill. Just before the sharp hairpin turn to the left is a fenced in yard – turn right (large power pole), At the Banyan tree turn left; next, turn right. The Koeva site has lush green grass and is well manicured, with some tiki’s. – Taitonga

**Aug. 2018:** 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. – *Moon Rebel*

**Summer 2018:** Richard runs a tour operation, he's very knowledgeable about what he's showing us. Rose Carver's museum is still in operation. – *Kokpeli*

**Cynergy - May 2013:** Rent a 4-wheel drive from Kevin and spend a day driving to the airport and some other villages. *Breath-talking – Cynergy*

**Fall 2011:** 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. – *Moondance*

**Aug. 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. – Soggy Paws

### 9.1.1.8 Cruiser Reports

#### April 2019 – 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 4 boats that left their boats for extended periods of time (> 6 months) on anchor that have returned to find their anchor chain reduced in size. Since the bottom is all mud at first, I assumed that there is some electrolysis in the harbor. But I think that it might be the makeup of the bottom substrate that affects the chain.

4 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. – Jacaranda

#### Jan 2019:

We watched some Manta Rays (I snorkled with them), and I was watched cleaning the hull by a hammerhead shark.

Church service: Cathedral Notre Dame des Iles Marquises: sun 08:00+17:00, sat 06:00, weekdays 17:30; Mormon Chapel and Jehovahs. – Taitonga

#### Summer 2018:

Some of the things we loved in Taiohae... Wonderful fresh-caught tuna on the dock, very affordable. – Kokpeli

#### Aug. 2010:

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. – Soggy Paws

### 9.1.2 Baie Hakahaa “Controlleur’s Bay”

This bay is just east of Taiohae. There are 3 finger bays or lobes inside Controlleur Bay, and it is possible to anchor in each of them.

- The westernmost, Hakapaa has a hike to a waterfall.
- The middle lobe, Hakahaa has a town, Taipivai.
- The easternmost, Baie Hooumi

#### 9.1.2.1 Anchorages and Moorings

9.1.2.1.1 Hakapaa (westernmost lobe)

**Oct. 2015: 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

9.1.2.1.2 Baie Hakahaa- Taipavai (center lobe)
Dec. 2019: 08.52.9211 / 140.02.7402W dropped in 8.5 meters of sand. It was a lovely bay, a lot more comfortable than Taiohae bay, and fewer boats. – Sugar Shack

Oct. 2015: We only anchored here for one night before moving back to Hoooumi Bay and did not go ashore. 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 / 08 52.9740S and walk into the village along a small trail. Especially at low tide it may be difficult to get the dingy up into the river. – Jacaranda

May 2013: 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. 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). Mouth at 8.54.62S / 140.1.909W. 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). – Cynergy

9.1.2.1.3  Hooumi Baie (easternmost lobe)

Aug. 2018 – 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. – Moon Rebel

Oct. 2015 - 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 dingy up more in the center and in line with this structure. – Jacaranda

9.1.2.2  Yachtsmen Services

9.1.2.2.1  Cooking Gas (Propane and Butane)

Dec. 2019: We found three magasins that all appeared to sell cooking gas, but unfortunately, only one had hours and contact information. They are all on the same street. – Sugar Shack

- Magasin Kahei +40 920 634. Hours: Mon-Sat: 0600-1200 &1400-1800. Sun: 0700-1100. Location: Main road, just past marae, cross bridge on right, turn right and magasin on left.
- Magasin Vainui is just past Magasin Kahei
- Another store in between, but has no name or hours listed and was closed when we walked by.

9.1.2.2.2  Water

May 2017: Taipivai Village has 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? – Begonia

Oct. 2015: Hooumi. There is good potable water (spigots) located on the beach next to the small roofed structure to the east of the little river. – Jacaranda

9.1.2.3 General Services (Taipivai)

9.1.2.3.1 Post Office

Dec. 2019: Hours: Mon-Tues, Thur-Fri: 0700-1100. Wed.: 0700-0900. From dinghy landing, take concrete road inland, first right cross the bridge, then turn right down the smaller road. Post is on the left. – Sugar Shack

May 2017: There is a post office in town (limited opening hours). – Begonia

9.1.2.3.2 Wifi / Internet

May 2017: One of the magasins 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). – Begonia

9.1.2.4 Provisions

Dec. 2019: We found three magasins all on the same street. They were all fairly small. Unfortunately, only one had hours and contact information. – Sugar Shack

- Magasin Kahei +40 920 634. Hours: Mon-Sat: 0600-1200 &1400-1800. Sun: 0700-1100. Location: Main road, just past marae, cross bridge on right, turn right and magasin on left.
- Magasin Vainui is just past Magasin Kahei
- Another store in between, but has no name or hours listed and was closed when we walked by.

May 2017: There are several grocery stores in town and it is worth visiting them all for the fullest selection/variety. – Begonia

9.1.2.5 Activities:

May 2013: 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. – Cynergy
9.1.2.6 **Cruiser Reports**

**Oct. 2015:** *Hooumi 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.

**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.

**Hakahaa Taipavai Center Lobe:** 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 and walk into the village along a small trail. Especially at low tide it may be difficult to get the dingy up into the river. -- Jacaranda

**May 2013:** Town of Taipivai is wonderful, nice grocery as well. No restaurants however. -- Cynergy

9.1.3 **Baie Hakatea “Daniel’s Bay”**

Daniels Bay, 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 rolly Taiohae. It’s pretty exciting going OUT of the bay—straight into the wind and swell (when the wind and swell are SE).

9.1.3.1 **Anchorages and Moorings**

**Dec. 2019:** 08.56.7102S / 140.09.847W. Anchored in 9 meters muddy bottom, good holding. On our return visit, we anchored at 08.56.72S / 140.09.873W 2nd anchorage in 9 meters of mud/sand, good holding. Dinghy landing is on the beach with either a stern anchor or pull it up on sore and tie to a tree. Our dinghy has a long transom and outboard so we could not take her up the river. -- Sugar Shack

**Dec. 2018:** 08*56,657’S / 140*09,826’W, in 7m with 35m chain. Good holding in mud for the Bügel-mainanchor. Nearer ashore it is less deep, but maybe a bit more Nonos? There is some current in the bay and the boats sometimes were stern to stern.

Water-visibility: 2m in dark green water.

Wind and weather: The weather forecast (outside) was east 11/16KT locally 17/21KT, gusts 25/30KT, sea moderate, 1.5 meters to 2 meters. What we got: All directions, mostly ENE and SW (alternating in seconds), a few gusts in the upper 20ties.

Swell/Rolly: Some boat movements (2-3 out of 5 on the Dagmar-Scale), the swell is reflected by the mountain.

Dinghy landing: Left side of the beach with acces to a footpath to Hakaui. If you approach the beach you will pass an outstanding tree ~20m from shore - that is where the trail starts. Good shoes might be useful. If you go to the hamlet be prepared to cross a stream; water can be up to the hip. It was reported that it is possible at high tide to take your dinghy into the stream (you might have to drag the dinghy a bit over the sandbank). -- Taitonga

9.1.3.2 **Yachtsment Services**

9.1.3.2.1 Water
Jan. 2020: Our friend’s watermaker went out while here and they needed to get water from shore. It is easiest if you wait until high tide and take your dinghy up the river. This way you don’t have to carry jugs over the sand dune to the shore. The water spigot is just in front of the shack (that looks like a bar) by a bush and runs freely and fast. Please don’t be wasteful. Kevin from NHYS said this is good drinking water. – Sugar Shack

Oct. 2015: 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! – Jacaranda

9.1.3.3 Provisions
Jan. 2020: Kua and Teiki have a large produce farm can sell avocados, mangos, pumplemouse, pineapple, bananas, ginger, and more (when in season). Located at the house just before the phone booth on the left. Also, the house where you purchase tickets to hike to waterfall will sell (or most likely give) produce with purchase of tickets. – Sugar Shack

Dec. 2018: Kua (speaks english) + Taiki in the hamlet can sell you fresh produce and can serve you a meal (1000xpf p.p.). They can be reached on VHF-Net: Channel 72, 08:00 from Taiohae - the signal is not great but works. – Taitonga

9.1.3.4 Restaurants
Dec. 2019: We ate with Teiki and Kua several times. Located on main road, just before the phone booth on the left. They offer tasty meals including chicken, pork, steak, lobster and fish that are accompanied with a fresh salad and bread fruit fries. Try their lime/lemon water as it is devin. All meals are 1000xpf except lobster was 2000xpf. They also sell avocados, pumplemouse, limes, mangos, ginger, pineapples and more. Sometimes they will sell their produce in Taiohae bay on Friday’s (red panga with yellow rail). The setting is lovely in the center of their garden (but beware of the flies). Worth the stop! – Sugar Shack

Oct. 2015: Most of the area is farmed by a couple, Teiki and Kua, who will cook you an excellent meal for 1000cfp 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. – Jacaranda

9.1.3.5 Activities
Hike to Waterfall
Jan. 2020: Nature walk and hike to waterfall. We were here during the dry season so it was really a “nada fall” but the hike was so lovely we did it three times! Please remember to pay the 1000xpf/pp (kids are 500, but they waived the fee for our two kids). The house to pay is on the main road, past the phone booth, on the left. They will provide a receipt and will most likely offer you produce (mangos or avocados). The walk is extremely beautiful and very easy with little incline. It is a well-marked path that took us about 1.5 hours one way. You will cross the river a few times and it is easiest to just walk through rather than trying to balance on the slippery rocks. At the old village take the path to the right to continue to the waterfalls. Follow the painted white arrows on rocks and the cute rock formations until you arrive to the base of the falls. Bring bug spray as there were lots of bugs.
Snorkeling: On the eastern side of the anchorage (right side as you come in through the gap) there are tons of fish waiting to greet you. We had about 2 meters of visibility and swam with a wide variety of sea creatures and even saw a beautiful octopuss. – Sugar Shack

**May 2017:** Charlie's 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. – Begonia

**Oct. 2015:** The walk to the waterfall took about 2+ hours each way. Heading out of Hakaui 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. – Jacaranda

**2010:** 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. – Soggy Paws

**9.1.3.6 Cruiser Reports**

**Jan. 2020:** This is by far our favorite bay in Nuku Hiva. The golden plants sparkle against the dark hillside creating a magical atmosphere. The waters are calm and clean, the mantas roam around your boat and the snorkeling was lovely. Plus, the little village (10-15 people) and main road is absolutely one of the most unique and beautiful places we have seen. This in addition to the lovely people who live here make it a fantastic stop. – Sugar Shack
Dec. 2018: Nice scenery, a high mountain wall on the west side, beautiful, peaceful and birds are singing. We shared the east-anchorage with 4 other boats and 2 mooring-buoys which are close to shore and are used by the residents of the lonely house above the beach (we had a nice contact with the lady). No cell phone or internet. Flying objects: Ashore: Some mosquitos and nonos; on the boat: many, many flies. – Taitonga

Oct. 2015: This bay has been discussed at length in this guide and other guide books as well. Another couple of pieces of information. The village of Hakauki that you walk thru to the waterfall has 6-7 people living there. – Jacaranda

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 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. – Soggy Paws

9.2 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!

9.2.1 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.
9.2.1.1 Anchorages and Moorings:

**Oct. 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. – Jacaranda

**Sept. 2010:** 08-49.55 / 140-14.94W in sand. 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. There are some coral heads around, but lots of sand, so try to pick a spot in sand.

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. – Soggy Paws

9.2.1.2 Cruiser Reports

**Oct. 2015:** 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 Taporo 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. – Jacaranda

**Sept. 2010:** 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. 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. – Soggy Paws

9.2.2 Marquisienne (Anse Eua)

9.2.2.1 Anchorages and Moorings

**Oct. 2015:** 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 and 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.
To get here, 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. – Jacaranda

9.2.2.2  **Cruiser Reports**

**Oct. 2015:** Its much greener 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. – Jacaranda

**2010:** Baie Marquisienne, in the SW corner of Nuka Hiva 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’. – Soggy Paws

9.2.3  **West Coast Overview of Anchorages**

**Sept. 2010:** 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 Matateteiko, 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. – Soggy Paws

9.3 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.

9.3.1 Anaho Bay

9.3.1.1 Anchorages and Moorings

Anchoring restrictions in Anaho Bay. A lot of cruisers prefer to anchor in the no-anchor zone as it is more protected, but please do not anchor in this area where coral is growing. There is a sign posted (on the bath house) that requests all cruisers/boaters to anchor south of the pass, in sand, deeper than 35′ of water. The coral reef, unique to Marquesas suffers from global warming and they are trying to preserve it as much as possible.

Dec. 2019: 08.49.461S / 140.03.760W dropped in 11 meters, good holding, sandy bottom. – Sugar Shack

Aug. 2018: 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. – Moon Rebel

**Summer 2018: 08-49.6 S / 140-03.4 W** in 30', again a beautiful spot. It also looks easier to get onto the beach at this end. – Kokpeli

**Aug. 2015:** We anchored close to Nakia’s waypoint (08-49.260S / 140-03.852) 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. – Jacaranda

**Sept. 2010: 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 Hanamoenoe 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. – Soggy Paws

### 9.3.1.2 Yachtsmen Services

#### 9.3.1.2.1 Water

**Aug. 2018:** 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. – Moon Rebel

**Oct – 2015:** 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. – Jacaranda

### 9.3.1.3 Provisions

**Aug. 2015:** 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. – Jacaranda

### 9.3.1.4 Restaurants

**Dec. 2019:** Kaniho. There is now a pension and restaurant in Anaho Bay. It is called Kaniho and is open daily for lunch and dinner but a reservation is required. They have a lovely seating area inside and outside under a tree by the beach. Lunch is around 1500 xpf. – Sugar Shack

**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. – Jacaranda

9.3.1.5 Activities

Dec. 2019: There are several walks/hiks you can do from Anaho Bay. See below – Sugar Shack

- Walk over the hill to Haatuatua where there is a lovely village and 2G wifi. Easy walk/hike to a beautiful beach. About 5 miles round trip but a very gentle walk. Once you land your dinghy on the beach, turn left and either walk along the shoreline or go inland a little to the trail. Follow the trail across the short rocky area, then up over the small hill all the way to the beach. Several vistas offering great photo opportunities.
- Walk to farmer, Gilbert who sells his produce. In route to the pretty beach on east coast, Bay Haatuatua
- Walk to Hatiheu (this is a rolly bay and not comfortable anchorage). On the north coast are stunning From Anaho you can walk to a farmer nearby, Gilbert, who sells his produce. The yachties there will tell you how to get there. It is en route to the beautiful wild beach on the east coast, Bay Haatuatua. Two small shops. Smaller owned by Louise who drives to town regularly and will allow you to ride with her. No English.
- Hike to small village AAkapa which is spectacular.

Aug. 2018: Really good snorkelling in the SW corner – SE is OK too, though perhaps not worth the dinghy ride if you're not already there. — Moon Rebel

Summer 2018: 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. — Kokopeli

Oct – 2015: Tattoo Artist: 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. – Jacaranda

9.3.1.6 Cruiser Reports

April 2019: CIGUATERA WARNING! On both Hatiheu and Anaho, ciguatera is extremely prevalent in both bays. Even shellfish is subject to it. According to Yvonne in Hatiheu, the only risk-free sea water animal is octopus. – Chugach

Aug. 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. No sign of any veggie sellers or restaurants. — Moon Rebel

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.

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. – Kokopeli

**Sept. 2010:** 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 handful of less than perfect pearls, but ones which family and friends will enjoy having as a small memento of our travels (we hope). – Soggy Paws

**Sept. 2010:** 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. – Soggy Paws

**9.3.2 Hatieu**

This is a big bay where cruise ships stop. Have good open buffets on cruise ship days. Lots of tiki and Tahitian dwellings. Archeological museum, Madonna de Hatieu. Stunning bay, very pretty.
9.3.2.1 **Anchorages and Moorings**

April 2019: 8°49’4531 S / 140°04’9723 W, drop in 14 m. We liked this bay better than Baie Anaho (crowded with yachts, murky water, the coral reef is nearly dead), and found the bad comments on swell and difficulty of disembarking for Hatiheu somehow exaggerated.

To disembark with the dinghy at the little jetty, you need a bow / stern arrangement to avoid damaging the dinghy against the wall. But do not use a grapnel (it is deep and rocky), tie instead to one of the fishermen buoys a 30 m line from the stern of the dinghy and tie the bow to the jetty with appropriate length to avoid touching it. – Chugach

9.3.2.2 **Provisions**

April 2019: There are 2 grocery stores. -- Chugach

9.3.2.3 **Restaurants**

April 2019: Restaurant Yvonne is very good. – Chugach

Sept. 2010: 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. – Soggy Paws

9.3.2.4 **Activities**

April 2019: Museum: Restaurant Yvonne should have the key to the museum which contains some interesting pieces.

The 2 pae-pae which are at a 20mn walking distance from the village are well maintained and have some very nice tikis. – Chugach

9.3.2.5 **Cruiser Reports**

April 2019: The scenery in Baie Hatiheu is outstanding with the peaks in the West. The village is clean, people are very friendly.

CIGUATERA WARNING! On both Hatiheu and Anaho, ciguatera is extremely prevalent in both bays. Even shellfish is subject to it. According to Yvonne, the only risk-free sea water animal is octopus. -- Chugach

Sep 2010: Hatiheu is just west of Anaho Bay. It is reported to be a roly anchorage. Most cruisers hike over the hill from Anaho. I think Nakia made a day trip here once to visit the store. Hatiheu 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. – Soggy Paws

9.3.3 **Hakaehu / Puu**

*Exploring the Marquesas* gives this a mention as a good anchorage.

9.3.3.1 **Anchorages and Moorings**

April 2019: 8°47’.2476 S / 140°10’.7308 W, drop in 12m, sand. Nice corals on the W side. Dinghy disembarking difficult, we swam ashore from dinghy (cf Hikeu in Ua Pou). – Chugach

Oct. 2015: 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. – Jacaranda

9.3.3.2  Cruiser Reports

Oct. 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 Taihoahe 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 Marquises, she also lived in Haptoni, 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. – Jacaranda

9.3.4  Bay Moutee

Oct. 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. – Jacaranda

9.3.5  North Coast Overview

Sept 2010: 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 ‘noserlies’ 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. – Soggy Paws

9.4  Nuka Hiva in Five Days (One Cruiser's Advice)

Jan 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:

9.4.1 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 WiFi 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, toilet 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?
  o 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.
  o 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 toilete 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.
• Sentinel/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 your reach top of saddle/ridge. Turn left, opening and closing the barbed-wire gate. (If you turn right, you’re on your way to Hakaui 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.

9.4.2 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
  o Road from Taipi Vai to Hatiheu and beyond becomes rough dirt, requiring 4x4.
  o Once arrived, visit the archeological ceremonial grounds, see petroglyphs
  o Check out the Marquesan history exposition. Great history of Anaho too.
  o Virgin Mary statue atop pinnacle southwest side of bay.
  o 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.
  o Stop at vista points at the top of the mountain ridge, including Nuku Hiva’s Grand Canyon.

9.4.3 3rd Day, Hakatea Bay and Hakaui 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 Hakaui 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.

9.4.4 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.

9.4.5 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.
  o 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).
  o Hakapuvai, to the west, has a beach of shells.
  o Snorkeling over coral in both bays.
  o 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.”

10 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.

11 Moving on to the Tuamotus or Gambier Archipelagos?

Download our Tuamotus and Gambier Compendium here:
http://svsoggypaws.com/files/index.htm#frpoly
12 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 stable .....is stable
....remonte .....is 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 après-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
delage clear
le degré  degree
le déplacement  movement
la dépression(D)  low(L)
devenant  becoming
le diamètre de l’œil  diameter of the eye
la dorsale  ridge
l’échelle de Beaufort(B)  Beaufort scale
eclaircie  sunny period
les éclairs  lightning
en cours  in progress
en journée  during the day
ensoleillé  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 grêle  squall
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.

La mer est agitée. 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 agitée. 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

Le vent va fraichir. The wind is supposed to increase.

Le long du 20 ouest. Along 20 west

La ligne de grains. Squall line
Localement. Locally
Matin. Morning

Les millibars. Millibars
Moderé. 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 gross houle d'ouest vendredi  There is supposed to be a large swell from the west on Friday
On s'attend a avoire 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 prevue  forecast position
la pression atmospherique  atmospheric pressure
la prevision metro or just (metro) weather forecast
prevu  forecast
prochain  next
Quel beau temps !  What nice weather
la rafale  gust
revenant  backing
s'attenuant  dissipating
s'attenuant  dissipating
s'étendant jusqu'a 180 mn  extending up to 180 ns
s'orientant  turning to
se comblant  filling
se decalant vers  moving forward
se dissipant  dissipating
se dreusant  deepening
se renforçant ...lentement  strengthening ...slowly
le secteur  sector
la service de meteo weather service, met office
la situation general synopsis
stationnaire 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 thalweg trough
le tonnerre thunder
la trajectoire du cyclons track, hurricane
la trombe waterspout
valable a partir du valid beginning
valable jusqu’au valid until
variable variable
variable depressionaire 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