

# A CRUISING GUIDE TO FRENCH POLYNESIA

80 SKETCHES

by

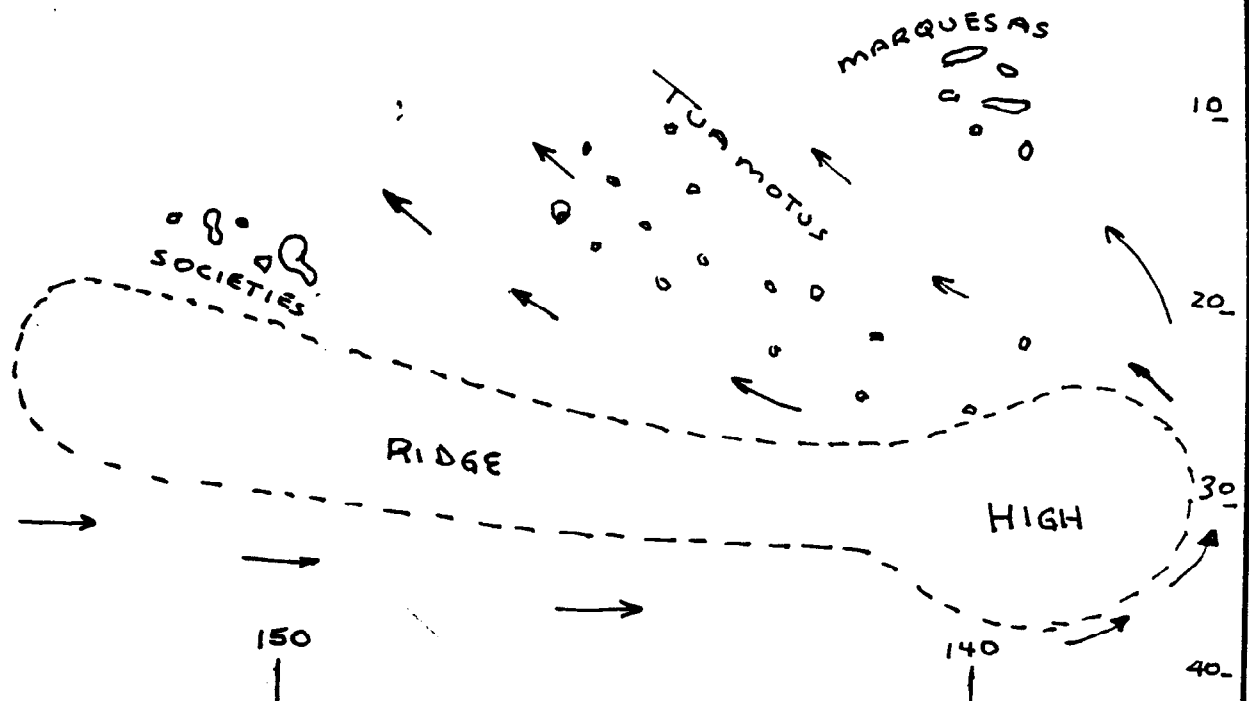
FRED BOEHME

islands  
villages

passes

anchorages

weather patterns



\$24.95

## ABOUT THE BOOK AND THE AUTHOR

When I left America on my first cruise I bought every chart and Sailing Direction for the areas in which I expected to cruise. I also bought several books on so-called first hand knowledge of some South Pacific islands. I found some of what I bought useless; many of my charts were 50 or more years outdated and the Sailing Directions were designed for a vessel the size of the Queen Mary. Every book I purchased was completely outdated information or a re-print from a Sailing Direction.

Out of frustration, and for those small boat cruisers following in my wake, this book was born. I began making sketches and gathering notes in my first anchorage in French Polynesia.

I have had 25 years sailing experience, the last 4 have been cruising. I left with a fairly good working knowledge of weather and weather patterns and some knowledge of radio operation. I had not used celestial navigation since my Navy days (Revolutionary War). My knowledge was gained the hard way: by my mistakes and with the help of other cruisers.

Something else I learned from other cruisers is that those who seem to enjoy themselves the most generally:

- a. have little, if any, electrical goodies
- b. go out of their way to get off the "freeway"
- c. do not make tight schedules to meet relatives or friends, they primarily let the weather and their whim decide their schedule
- d. do not race through French Polynesia en route to New Zealand.

I am not a professional writer. This is my first book, and depending on its acceptance, may be my last! The information is from my personal observations, explorations and mistakes.

There are undoubtedly errors in this book from misspellings to errors on landmarks which were there prior to the 1983 hurricanes but are now gone. I have done my best to correct as much as possible, including receiving current

information on the devastation suffered in French Polynesia since my last visit.

I sincerely believe that my sketches of the passes and anchorages are the best that have been published. The art work may not be professional, but the information is accurate.

My original plan was to return to French Polynesia in April of '83, but Hurricane Iwa that hit Hawaii in November '82 postponed my departure for a year. I currently plan to return to French Polynesia in the spring of '84. If you see me or hear me on the air, please say, "hello"!!

FRED BOEHME  
YACHT ESPERANZA  
KH6UY

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## Introduction

The South Pacific brings visions of swaying palm trees, majestic waterfalls, towering peaks, sparkling clear waters, natives greeting you in their outriggers and vahines swarming your deck offering garlands of flowers, among other things. The vision can become a reality with the exception of the people. You may be greeted by some local people in an outrigger, but it will most likely be powered by a 15 hp Johnson outboard. If the vahines swarm your deck, be sure to have someone wake you up!

When I made my first landfall in French Polynesia at Hiva Oa, I arrived on a Sunday; I did see waterfalls, tall peaks and palms, but also waterskiers behind speedboats powered by 85 hp engines. I anchored in 12 feet of murky water, but I had arrived!

There are three different geographic areas in French Polynesia: the Societies, the Tuamotus and the Marquesas, each offering their own local customs and color. How much you see of this different part of the world depends on you.

The population of French Polynesia is approximately 160,000 with the Polynesians comprising about 80%, the French about 11% and the Chinese 9%. The Chinese are located predominantly in the Society group. Your experiences, with the exception of the government, will be with the Polynesians who speak their own language and French, with some knowledge of English.

In the Marquesas the anchorages are indifferent, the scenery is fantastic and the people are lovely, generous and gracious. In the Tuamotus, the anchorages are quiet and the scenery is beautiful but boring; the people are lovely. In the Societies, the anchorages are good, scenery great and the people are lovely. My goal in this book is to show you how to increase your enjoyment in these areas.



Any mention of brand names and specific people providing goods and services does not constitute advertising or solicitation for business or their products. This book is written and published entirely sponsor-free and independent of any financial support.

Iorana! (Tahitian)

Gou-itua! (Marquesan)

Good Sailing!

Chapter I  
PASSAGE PLANNING AND ROUTES

Suggested Charts and Publications

Pilot Charts for the North and South Pacific by quarters

|             |       |       |       |       |
|-------------|-------|-------|-------|-------|
| U.S. Charts | # 621 | 83207 | 83382 | 83393 |
|             | 622   | 83208 | 83385 | 83397 |
|             | 83020 | 83023 | 83392 |       |

Note: The above is a listing of the U.S. charts only. The British Admiralty charts are better but are approximately four times the cost. I do not feel that this extra expense is warranted.

Sailing Directions for the South Pacific, Publication # 80, Volume III.

Departure Times

There are some "yachties" who go blundering on blissfully unaware of hurricane seasons or wet and dry seasons. With luck, this will only dampen their enjoyment and they will get through it okay. Boats that arrive in the Marquesas in December, January, February and March will find the islands wet, hot and with no real anchorages to enjoy.

The Sailing Directions (Publication 80) states that French Polynesia experiences two hurricanes in 30-40 years. The hurricane season of 1982/83 was an exception to not only the normal weather patterns, but history. Eight hurricanes were experienced within French Polynesia. The Tuamotus suffered seven hurricanes, the Societies three and the Marquesas one.

Even if the hurricane center is 100 miles away, you will experience 65% of the velocity of the wind, with the related seas. (100 kts. @ 65% = 65 kts.) At 500 miles, the winds generally will not be a large factor, but the seas, heat, humidity and rain certainly will be.

Westerly winds are not uncommon during hurricane season; with their associated seas, they completely negate the safe use of most of the anchorages.

in the Marquesas.

At least one sailboat was lost at sea with two people aboard because they did not attempt to head north away from the center until it was too late. They were sucked into the eye of the hurricane. Several other boats got into trouble at sea but survived. In the Societies, over 95% of the boats survived. If you must travel to French Polynesia during hurricane season, between November and April, BE AWARE!!

The hurricane season in French Polynesia is between November and April. When departing from the east, it is prudent to avoid the possibility of hurricane activity. Departure during the months of April, May and June for arrival in approximately 30 days will generally avoid hurricane activity. The only exception, of course, would be those vessels leaving from Central American ports which have to contend with southerly winds. They can depart later in the summer. For example: if you depart in April, you will arrive in French Polynesia in May, giving you six months to cruise and visit the Marquesas and Tuamotus before you need to locate your "hurricane hole" in the Societies. If you have the time, and plan to hurricane in the Societies, which I highly recommend unless you plan to go to New Zealand and miss a tremendous amount of cruising area, I suggest you plan at least three months in the Marquesas and three months in the Tuomotus, arriving in Tahiti sometime in November, leaving six months for the Societies. This would also coincide with your visa, which can be extended for a total of one year. You would then have the following cruising season of May through November to move further into the South Pacific or return to America either via Hawaii or direct.

If you are planning to spend three months in the Marquesas, three months in the Tuamotus and six months in the Societies then return to Hawaii, be sure to leave the Societies by April or May at the latest so you do not cross the hurricane tracks in the North Pacific. I have known many boats that go to Hawaii in September and most of them have never seen a hurricane. However, some others sure got the !\*#! scared out of them !! (See chapter on Weather, also).

## ROUTES

West Coast: Lay a southerly course to  $8^{\circ}$  north, between  $120^{\circ}$  and  $125^{\circ}$  west. From that point, go due south through the doldrums that lie between  $8^{\circ}$  and  $3^{\circ}$  north. After crossing the doldrums, lay your course directly for the Marquesas. When crossing the doldrums, cutting straight through them will save you up to two days as opposed to crossing them on a southwesterly course. If you are going to bypass the Marquesas and Tuamotus, lay your course to  $10^{\circ}$  north,  $145^{\circ}$  west, then go due south to the equator and then directly to Tahiti.

Mexico: Lay a course to  $8^{\circ}$  north,  $115^{\circ}$  to  $120^{\circ}$  west; go due south and at the line go directly to the Marquesas.

Panama: Make a southwesterly course well off the coasts of Columbia and Equador crossing the line south and east of the Galapagos and directly to the Marquesas.\* Depending on the wind, you may have to go south of  $10^{\circ}$ .

Hawaii: To Tahiti, allow for westerly setting current by crossing the line at  $145^{\circ}$  west. To the Marquesas, make as much easting as possible, crossing the equator east of  $130-135^{\circ}$  west and then direct to the Marquesas.

\* My impression from speaking to many cruisers is that the Galapagos are a great disappointment and a great effort to make. For those coming out of Costa Rica, the Cocos Islands are a must to see.

## Ports of Entry

The Marquesas have two ports of entry. One is on the island of Hiva Oa called Atuona and the other is on Nuka Hiva called Taiohae. I strongly recommend that you make every effort to make Atuona first if you plan to visit the other Marquesa islands. Southeast trade winds are predominant in the area and from Hiva Oa to Nuka Hiva is a downwind sail. Gentlemen and ladies do not go to weather!!

In the Tuamotus, the atoll of Rangiroa is the only port of entry. In the Societies, Papeete on Tahiti and the island of Bora Bora are ports of entry. Don't forget that Tahiti is to windward of Bora Bora. It is possible to go from Tahiti back to the Marquesas although the navigation is a bit tricky and it sometimes is to windward.

Chapter II  
EQUIPMENT AND SUPPLIES

In addition to the lists that you have, the following are some items you may have missed.

Diving Equipment: at least one set per crew member  
snorkel, swim fins face mask(including extra straps) and a slingshot type spear gun. Scuba tanks are helpful and fun to use. Unless you carry your own air compressor, there are few places to recharge your tanks (it also costs about \$10 each). A huka is also helpful for cleaning the bottom of your boat..

Books:several reference books about fish and shells  
a ditty bag book

Sailing Alone Around The World, Slocum

The Solar Boat Book, Pat Rand Rose

a pocket French- English dictionary

Kon-Tiki and Fatu Hiva by Thor Heyerdahl

Rascals in Paradise, Tales of the South Pacific and Return to Paradise,by James Michener

about 150 different miscellaneous paperback books to trade with other boats

Fishing Line Gear: Various feather jigs ( red and white), a minimum of ten 50 feet of stainless steel wire for leaders. 500 feet of small diameter nylon line.

Ten feet of 1/8" ID copper tubing (also used for extra fuel feed ).

Double hooks- a minimum of 20.

Gafing hook- strong and at least 5' long.

Rubber snappers to take the shock when a strike occurs.

You can make your own jig by taking a 6" piece of 1/2" nylon (3 strand) and unwrap it so it is frayed. Wrap this on a hook with some nylon string. I have had about equal luck with handmade or commercial feathers. I put out as many lines as I can trail behind me at various lengths, but never at night.

Attach the jig to the wire leader by fastening the leader with 1½" piece of tubing, smashing the tubing to make a connection, looping the leader at the other end using another tubing connection. The total length of the leader should be between 6 and 8 feet. Then, attach the nylon line using a bowline and put a halfhitch in the tail of the bowline. The wire will help your line last a month or so longer as long as you pull your fish in rather quickly. I wish I had a dollar for every tuna I've lost to the sharks, and 50¢ for every leader bitten through by the sharks! Use several lengths of nylon line from 30 - 100 feet then attach a line snubber with the nylon looped so the snubber will take the impact of the strike.

I also have cheek blocks mounted backwards on each side of the boat. The line comes through the cheek blocks and onto a winch. This comes in very handy when you are trying to land an 80 lb. wahoo. Remember to slow the boat down when you get a hit, it will greatly reduce the drag.

Miscellaneous: There are two very real problems within French Polynesia as well as other parts of the South Pacific with diving and spear fishing. One, of course, is the sharks. Sharks are especially a problem in the Tuamotus. The other problem is Ciguatera which is a fish poisoning that has laid many a yachtsman very low. Adopting a policy of eating ONLY what the local people eat does not mean the possibility of getting Ciguatera no longer exists; it depends on where you get the fish and IF the local people are always correct. They also get Ciguatera. Ciguatera is carried primarily by the reef fish so if you are fortunate enough to get a wahoo(sometimes called ono) you should be safe. In 1983 some yachties got sick from local fish in the Marquesas, but I think the fish was "old" rather than Ciguatera infected.

Butane is available from either the copra boats or some stores on the major islands in the Marquesas and throughout all the Societies. The problem is the "French connection" if you have an American tank. I eliminated this problem by buying a French tank of butane, putting a plastic hose with clamps between the two and tipping the French tank upside down, draining the butane into mine. The cost for 5 gallons is approximately \$28 but varies considerably. There is some butane at the major ports. Deisel can be acquired

from the copra boats at about \$.60 per litre. Be sure you have jerry jugs. The normal procedure from a copra boat is that they put it in a 55 gallon drum for you, and then you get it from there into your jerry jugs (siphoning is best). The diesel is good and generally clean. You can get lubricating oil, also, but I recommend you carry enough for 3-4 oil changes. I used my engine about 400 hours in French Polynesia and that was not to charge the battery, but to enter anchorages and on passages when there was no wind. I have known people to use their engine only 60 hours for the same period of time. It depends on where you are and what the wind conditions are at the time.

Cameras and film are primarily not available until you get to the Societies where a roll of 24 slides will cost you \$6 to \$12 each. I recommend you bring plenty of your own film, and store it in a dry location. One of the things I have used with great success is a Seal-o-matic, which costs about \$20 in the U.S. I use it for sealing film, pasta products, electronic parts and almost anything that must stay dry for years. Make sure you have plenty of boric acid, which can be purchased in large bottles from a local drug store. You may have to order it, but make the effort; it's the most effective way to control cockroaches. I can guarantee you will get them from time to time even if you don't go ashore or bring them aboard. They either swim or fly to your boat as an unwanted guest. Dust the boric acid in storage shelves, drawers and all the out-of-the-way places like lazarettes and deck boxes. They will get into anything, not just the galley. I even had a few in my chain locker.

An insect repellent, such as "Off!" or "Cutter's" is an absolute must for most people. The little bug called "no-see-ums", which is really a gnat, is prevalent in the Marquesas, especially at sunset. They rarely get to the boats out in the anchorages, but on occasion will make the journey. At one time or another you'll be caught by them ashore.

Drugs are more expensive than they are in America and you need a local prescription, so unless you are coming from Mexico or Central America where you can obtain almost any drug, I recommend you stock up in America before making your trip.



Spare parts for your head, bilge pumps and fresh water system are generally available in Papeete only, and will cost approximately twice what they are in the United States. You can buy almost anything in Papeete but the basic requirement to remember is you will need plenty of money, which for a cruising boat always seems to be a problem. Two items I got in French Polynesia that were much cheaper than everywhere else I have been were machetes, about \$7 each, and underwater flashlights that use D cells, about \$13 each. Flashlight batteries are available at the major villages and towns but are once again very expensive.

On the subject of radios, I firmly and strongly believe that to go without a good all-band receiver is just asking for trouble and also taking away a bit of the enjoyment. I am not referring to a small portable, but an all-band radio receiver. It will cost from \$300 to \$700 and is easily installed.

Some all-band receivers I am familiar with are:

|                |                   |
|----------------|-------------------|
| Kenwood R-600  | Yeasu FRG-7       |
| Kenwood R-1000 | Yeasu FRG-7700    |
| Drake R-7A     | Panasonic RF-4900 |
|                | Sony R-200        |

I prefer the Kenwood R-1000, but any of these will do a good job. It must be grounded but does not need a ground plane as such. For an antenna, almost any wire, such as a stay will do (just be sure to disconnect it during squalls and thunderstorms). Whatever you buy, make sure it can plug directly into your 12V DC system. Just being able to get weather information, sketchy as it sometimes is should help keep you out of trouble. The next time I go south, I hope to have a preamplifier to pull in weak signals. Radio Shack has a book that lists most of the short wave programs and frequencies for around \$3. When you are on a passage, even Voice of Russia is interesting.

Next in line of importance is a ham radio. Fully realizing that budgets do exist, I would put a ham radio before auxillary generators, satnavs, loran, radar, high speed rubber dinghies with their associated high horsepower outboards, any outboard, refrigeration, auto pilots and barely (but JUST barely) under sex. You need a license to operate within the juristiction of most countries. There are however, many yachts that have ham rigs aboard but don't use them because they don't have a license. For peace of mind in a life or

death emergency, there is probably not one ham in the world that would not answer your call and render any assistance he could. The big plus is the ability to exchange information within the area that you are cruising: how to make the entrance to a particular anchorage, what store has potatoes, where there is a copra boat, any new regulations and weather information. With an all-band receiver you can get this information, but a ham will allow you to communicate two ways. In two years of cruising in Mexico and French Polynesia I probably used my VHF a total of two hours and used my ham rig every day for an average of two hours a day. Some ham radios I am familiar with are:

|                 |           |
|-----------------|-----------|
| Kenwood TS-130S | ICOM 740  |
| Kenwood 430S    | ICOM 730  |
| Yeasu FT101     | ICOM 720  |
| Yeasu FT102     | Drake TR5 |

Make sure the rig will operate on 12V and not only at 13.2V. Some radios require a power supply of 13.2 V and will not work on a sailboat underway with less than 13.2V. Without a license you cannot communicate legally except in emergencies, with loved ones or friends back home. However, with a license, the world of ham radio is open to you.

You can get a French reciprocal amateur radio license in Papeete even with a U.S. novice license. All that is required is three copies of your national license. I know they offer reciprocal privileges for Canadian and American amateurs. You can write for an application to OFFICE DES POSTES ET TELECOMMUNICATIONS, PAPEETE, TAHITI. Along with your request, send three copies of your license and your return address (allow at least six months).

On my last cruise of approximately 980 days I travelled a total of 15,000 miles of which 65 days were spent at sea. I used my ham radio on an average of twice daily. I don't have a satnav. My initial choice upon leaving the U.S. was to spend \$3000 on a satnav or \$1000 on a radio. Based on my experience of spending only 14% of my time at sea and the balance of time at anchor, I feel my decision was correct.

I have a solar panel that charges approximately 8 amps a day and I have never had to run the engine in order to charge the batteries. I did leave America with two brand new 180 amp hour batteries which have lasted four years.

An electric windlass is an expensive luxury, however, when I was singlehanding I found it invaluable especially when anchoring in 60-100 feet of water. You should have two working anchors and one stern anchor. The stern anchor should have a minimum of 30 feet of chain and be a Danforth type. If you are taking only one bow anchor, I recommend you get the next heavier size than is recommended for your boat. All anchors have their own little problems in the various conditions you will be anchoring in: from coral to boulders to mud to sand. I used CQR's and found them to be the best all around anchors for the area. You should have a minimum of 150 feet of chain on your bow anchor. I carry 300 feet of chain on my storm anchor and 180 feet on my everyday anchor. After the 180 feet of chain, I have 300 feet of nylon line. My stern anchor, which is a Danforth hiltensile 20 pounder, carries 30 feet of chain and initially began with an additional 300 feet of line. When I left the Marquesas I left behind about 90 feet of my 300 feet due to rock and coral chafing.

I will not attempt to tell you what to take as far as food supplies but will try to inform you about what is available at various ports . Items such as toilet paper (which costs over \$1 per roll!), soap and feminine sanitary products are available but extremely expensive, so I strongly suggest you figure your consumption rate of these things and provision accordingly. You cannot get mayonnaise except at Papeete and a few other ports in the Society group. It costs approximately \$5 a quart. Being a great mayonnaise lover, I brought quite a large supply with me, none of which spoiled. It is possible, by the way, to keep mayo unrefrigerated indefinitely as long as no other food is introduced into the jar; always use a clean utensil to serve it up. If peanut butter is your great love, carry an abundant supply because it is only available in Papeete. There is canned butter available everywhere and it costs about \$2.50 a pound. In the Marquesas there is no fresh meat unless you get it from the local people when they slaughter a pig or goat. Frozen meats are generally available, brought in from New Zealand or America. The cost is about \$3 to \$4 a pound. There are no real "goodies" such as puddings, etc., so pack enough to satisfy your sweettooth. If you are fortunate enough to catch a good sized tuna, remember that it will spoil within 24 hours if you have no refrigeration. You may wish to share it with the other boats in the anchorage or save what you

wish for your dinner and take the balance of the fish ashore and give it to a local person who has a freezer and for perhaps half of your fish he'll freeze it all. The most medicinally drunk I got was in a village on Ua Pou when I caught a 50 pound wahoo, taking 2 pounds for myself and the rest in 3-4 pound chunks to the local people. They in turn supplied me with Hinano beer and wine until the ocean relocated itself, along with my dinghy.....  
..all in all, a charming experience. There is no powered milk except in the major ports. There is fresh bread baked in many of the villages. I've known boats to go without bread for 2 weeks because they failed to check around the village to inquire where the fresh bread was. The bakeries seem to be in the most unlikely spots; in the Marquesas the ovens are all wood-fired stone ovens, except in Atuona and Taiohae. The bread will only stay fresh a day or two, but it is available.

For about \$25 "Arnott's Cabin Biscuits" in a 5 gallon tin are a good buy and will keep fresh for months. As a rule, all canned goods are expensive. In the Tuamotus, you can't get bread, although I was able to get it once when a lady was baking and I had some extra yeast. Because of the quantities of yeast they use, giving the village people yeast in exchange for bread is very acceptable. Remember to pack your yeast in Seal-o-matic.

Flour is available in kilo containers. There are two types of flour; I always got the self-rising type.

In the Marquesas, bananas are plentiful and cost \$1 to \$3 a stalk if they are not given to you. Oranges and pompamoose ( a sweet grapefruit), lemons, papayas and mangoes are all available when in season and are inexpensive. The local people will just give you a lot of fruit because basically it's just growing wild.

In the Marquesas, fresh eggs are available only in Atuona and Taiohae. Although there are chickens everywhere, people don't gather eggs. In the Tuamotus, the copra boat is your best source. Eggs are everywhere in the Societies. Because their eggs do not come in cartons, or their cartons are poor quality I suggest bringing some egg cartons from home with you. I brought about 8 cartons coated with a weak varnish, and they have lasted

for 4 years, so far. Eggs are usually sold in small plastic bags, which by the time your return aboard will probably be the makings of an omelet.

American brand cigarettes that are generally made in Australia are available for \$2.50 to \$3 a pack. However, Bison roll-your-own tobacco is used, and costs about \$1 for a packet comparable to 2 packs of cigarettes. There are some French cigarettes available for around \$1.50 a pack. I'm sure Papeete has pipe tobacco, but not being a pipe smoker, I've never had occasion to look for it.

Wine is available and sometimes is in bulk so you must furnish your own containers. Its quality is fair to poor, lasting about three days before turning to vinegar. If you can carry extra stores aboard your boat, stock up on the 4 liter pouches of California wine obtainable everywhere in the states. It is far superior to what you'll get down south. In Papeete you can buy some good wine at reasonable prices.

Excess caught fish can be saved in two ways, drying or canning. Many cruising people use their pressure cooker and small mason jars to can fresh food along the way. I dried fish, primarily for my cat, although it can be used for cooking if you like the flavor. An easy drying method is to soak the filets in alot of salt or soy and put them out in the sun. I had to put mine in a cage (a crab trap) to prevent my cat from eating the fish while it was drying. On the subject of cats, I had no problem bringing mine into French Polynesia. I had 20 pounds of cat litter with me and only used 10 pounds in 2 years. I would wash it out with salt water, bleach it periodically, and reuse it. It is the clay variety. I also made a cat potty that fit right into the head, the only problem was who got there first! The cat potty was constructed by first plugging the outlet at the bottom of the head with newspaper and polyethelene, then spreading a piece of fiberglass cloth and molding it into the contour and over the top lip. I then spread resin on the cloth, let it sit for three hours and removed the whole thing, polyethelene and all. The fiberglass will not adhere to the bowl because of the plastic liner, and this peels right off the hardened fiberglass. I drilled three small holes for drainage and presented it to the cat!

There are no real fresh vegetables in the Marquesas except at Atuona, and none in the Tuamotus. The Societies have a fair amount. Onions, potatoes and garlic are brought in via the copra boats. Watermelons are grown many places in the Societies and the Marquesas, and a few of the Tuamotus have them. In Papeete, the average watermelon will cost around \$10; very expensive. There is also what we call a cantaloupe that is very tasty, costing about \$2. I found some watercress in Hana Iapa and made some excellent salads from it.

Water is available at all of the Marquesa and Society islands and at very few of the Tuamotu islands. I do not recommend you take water aboard in Taiohae on the island of Nuka Hiva as they have had some pollution problems. The island of Bora Bora has a perpetual water shortage. Top off in Tahaa or Raiatea. On the island of Moorea there is a wholesale type outlet for what I call medicinal rum. If you buy 12 liters, it will cost you about \$6 per liter. It is certainly nice to have aboard when the evening chill settles in or to ward off the evil spirits!

For those boats coming in from Mexico, I strongly recommend you store up large quantities of alcohol de Canya; when made into kahlua it's great for what ails you. For those coming in from the Carribean, don't forget some of that good dark rum.

You can get charcoal in Papeete. I brought extra charcoal from America but didn't use it. Coconut husks are everywhere and make an excellent bed of fire for barbequing.

There are two restaurants in Atuona on Hiva Oa. A five to seven course dinner will cost about \$15. You have no menu selection, you get what they're serving that night. There are three on Taiohae on Nuka Hiva, the best in my opinion being the hotel on the western side run by Rose and Frank Corsair, who are "yachties" themselves. Certainly don't miss their Sunday morning brunch; it's a gathering place for cruising folks. I installed a VHF for them and they probably can be reached on it.

The only restaurant in the Tuamotus is on Rangiroa. Papeete is loaded with them; the favorite of the yachties is Acajus, however, my favorite is La Hakis in Cook's Bay on Moorea.

Tahiti and Raiatea have marketplaces where the local growers sell their produce. Papeete's is open from 0700 to 1400 everyday, but the famous Sunday morning one is a must to see. At Uturoa on Raiatea the market day is Wednesday.

## Chapter III

### NAVIGATION

The French method of providing navigational aids is not as good as that in most American ports and channels, but it is adequate. Very, very few of their lights work. The best navigational aid is your eyes and someone on the bow to read the water for depth and the shoreline for swell activity. In the Marquesas there are no offshore dangers. In the Tuamotus, reefs and coralheads are everywhere in the lagoons but on the oceanside there is 500 feet of water within 100 feet of the reef.

Most of the anchorages in the Marquesas are difficult to identify due to the absence of any navigational aids. It is also difficult to see the bottom because of the fresh water intrusion into the anchorages via the streams, causing murky water. There were only four of the twenty-some odd anchorages I made in the Marquesas where I did not stern anchor. My method of bow and stern anchoring was to pull up into the anchorage, turn and put my bow into the swell, putting my stern where I wanted it. I then dropped my stern anchor and paid out 300 feet of rode and then dropped the bow anchor, backing down pulling in the stern. The only times I really had problems with this method was if I did not bring the stern up tight I would not only rock a little, but lose my rode from chafe.

Use of a lead line or a fathometer would be very helpful. In the Tuamotus and the Societies, with few exceptions, the water is clear to 60 feet.

The biggest scare I had was entering a pass in the Tuamotus with 45 feet of water, the chart showing no obstructions, yet I thought I was running into reefs. What I was actually looking at were 20-25 foot sharks at a depth of 30-40 feet! Those same sharks wiped out three of my trolling lines, one of which had the head of a tuna on it. As I was pulling the tuna in, the shark took it without even a tug. The only difference I felt was less drag.

Contrary to American "red right returning", French aids to navigation are "red left returning". Many of their anchorages are not marked and most of the lights do not work. Never make an anchorage after sunset. Never go



into an anchorage with less than 25 degrees of sun above the horizon if it's on your bow. Always make your landfall early in the morning approximately two hours after sunrise. The whole time I spent in French Polynesia, I never took a compass bearing fix. You primarily navigate by eye. Many of the anchorages are conspicuously marked by a red roofed, white walled church. I would say 80% of the anchorages within French Polynesia have a church in the village. I always had my engine running when I entered an anchorage even if it was in neutral and I was under sail.

On my passages, I primarily used sunsights, one each at approximately 1000 local, 1200 local and 1400 local, mixed with some star sights depending on cloud conditions. I had the island of Tahiti in sight at 65 miles, the island of Hiva Oa at 45 miles, the island of Fatu Hiva at 30 miles and the atolls of the Tuamotus at 8 miles. A friend had Tahiti in sight at 100 miles. In addition to Armed Forces Radio, Voice of America and ham bands, an all-band receiver will give you good time signals on WWV. I used the circle of position method when the sun was directly overhead, which will occur probably twice during your Polynesian adventure. Rather than going into the details of this method, I refer you to the July 1979 issue of "Cruising World" with an article written by Richard Mace describing it. I recommend that prior to your departure, you arrange for a trustworthy friend to purchase and send you the next edition of the Nautical Almanac. The French Almanac is available in Papeete at twice the cost. I do not have satnav, and don't really know if I would ever purchase one. Just as many boats went on the reef using one as the boats without one!

Most people using satnavs relied on them so heavily that they never took a line of position with a sextant. In fact, one boat lost his engine four days out of Mexico and ran a Honda generator to keep his batteries charged so he could run his satnav for his entire passage; he didn't have a sextant and didn't know how to use one.

RDF's are nice and should work but are not really a navigational aid. If you pick up an RDF signal, of which there are many in French Polynesia, all it really tells you is that you are within 300-400 miles of it. The accuracy varies plus or minus 20 degrees on the RDF's.

Omega and Loran are completely useless in French Polynesia. If your choice is satnav or a ham radio, buy the ham radio; your return is so much greater. I went to many places that I would not have gone if I had not had the radio to give me an indication of the anchorage.

I have about 25 years of sailing experience and until I went to French Polynesia I had never sailed using controlled speed. That is, instead of the boat doing its 6½ to 7 knots, I controlled my speed to sail at 3½ knots in order to make my landfalls when I wanted to. My rule of thumb was to have the hook down by 1500 local time. If you can't make that time slow the boat down. Sometimes you may have to think three days ahead of time, slowing the boat down if necessary.

Remember, reading the shoreline and the water will tell you more than anything else what the condition of the anchorage is. Sand bottom is blue with shades changing lighter in shallow water. Reefs or rocks are brown. A sandy, rocky beach will indicate the same for the bottom; a pebble, boulder beach will indicate poor bottom conditions for anchoring.

If the beach slopes upward rapidly, be prepared for heavy ground swells. If there are crashing breakers on the beach, you may want to bypass the anchorage because of the swells. Use weather information to plan your passages; for example, if a low is between you and Tahiti and your course is southwest, expect west to northwest winds(see also chapter on weather). The only lights I found I could rely on are the big lights around Papeete and aero beacons. Always consider the weather between you and your destination.

Chapter IV  
REQUIREMENTS & REGULATIONS FOR ENTRY IN CRUISING

You will deal with three governmental departments in French Polynesia: Customs, Immigration and the Port Captain. Sometimes all three departments will be handled by the gendarmerie (means police headquarters) and the gendarmes, who are one of the national police forces of France. The four documents you will need for cruising are a VISA, a BOAT PASSPORT, your PASSPORT and a BOND. The only item required prior to your arrival is the individual passport. One is required for every individual on board.

VISA: I would suggest you obtain your visa prior to entering but it is not a requirement. There are several durations of visas. A visa is not necessary if your visit to French Polynesia is 30 days or less. A ticket or some other document showing that you have passage to another port or location outside of French Polynesia is required if your stay is for more than 30 days. At any French Consulate or Embassy you can acquire a 90 day visa. Prior to getting your visa, you must show proof of continuing passage to another port or location outside of French Polynesia.

BOND: This proof is called a bond, and is required for every crew member aboard. The bond requirement is extremely varied. The Embassy in Panama told cruisers that no bond was required. The Embassy in Mexico City said that you pay your bond when you arrive and were issuing visas with no bond. The Embassy in Washington, D.C. said that you only needed a bond after 90 days. The Consulates in San Francisco and Los Angeles are requiring bonds, but of different sums. The Consulate in Honolulu required that the bond money be deposited in the Bank of Indo Suez. Although confusing, I will attempt to explain the procedure. I believe the best way is to go to your bank and have them transfer the bond money to ; BANQUE DE L'INDOCHINE ET SUEZ, B.T. 120, PAPEETE, TAHITI. Be sure that the bond money, which is \$600 per person currently for US and Canadian citizens ( January 1983), is transferred with your passport number so that there will be no problem identifying you and your money.

The Bank of Indo Suez, like any other bank, receives your money and fills out a piece of paper saying they have it for your bond, which you will take either to Immigration or the gendarmerie in order to get your visa and to clear in. There is a branch of the Bank of Indo Suez in Taiohae and in Atuona in the Marquesas. There is also a branch on every island in the Societies and in Rangiroa. Once your bank has transferred the funds, they will give you a receipt. You keep that receipt and when you enter port after checking in with the gendarmes or Immigration, go to the Bank of Indo Suez with your passport and those of your crew and the receipts of the bond money, requesting the necessary papers to satisfy the gendarmes. You can take the money with you and deposit the bond upon your arrival in French Polynesia, but it will generally cost you more in bond money. It doesn't make sense, but this is how it is! The bond is returned to you when you check out of French Polynesia with the reverse process of going to the bank to have your money returned to you. You earn no interest on this bond. If you enter the Marquesas, the bond will probably cost \$850 per person in cash if you are an American or Canadian. (Canadians with open visas to the US qualify for US bond). This cash price does fluctuate depending on the interpretation of the officer you deal with. In Tahiti, the bond will cost you \$600 per person. If you post bond in the US and not the Marquesas, it will be cheaper. I recommend using the bond method rather than going in with an airline ticket because getting your money back from the airlines has been known to be difficult. In fact, you probably can only do it in Papeete unless you intend to leave French Polynesia from Tahiti; there is no way you can do it from Bora Bora. In the Marquesas, the gendarmes are issuing 6 month visas upon arrival. The Consulate will give you a 3 month visa unless you apply for a longer one. These longer period visas can take up to 6 months to obtain. There is a real advantage to an initial 6 month visa: you avoid having to apply to the gendarmes prior to the expiration of your 3 month visa and are freer to cruise with more time flexibility. For my next trip to French Polynesia, I plan to pick up my 6 month visa at the Consulate for this very reason, but you do have a choice.

30 days before the expiration of your 6 month stay in French Polynesia or the expiration date for your 6 month visa, if you intend to continue your stay in French Polynesia for another 6 months, you must write the High Commissioner, Polynesia Francaise, Papeete, Tahiti. You do not have to write in French, but it would be helpful. State your passport number(s), names, existing visa expiration date and that you request a 6 month extension for your stay in French Polynesia. Be sure to enclose your address via which you receive your mail in French Polynesia. (see chapter on mail) You can only get the 6 month extension from Papeete, so plan on being there at the end of your current visa for nothing else than to pick up the extension.

BOAT PASSPORT: Upon entering French Polynesia with your bond and visa, the boat captain will receive a green 4"x 6" custom card which I call a temporary import permit. The title of the card is actually a BOAT PASSPORT. The card has your boat information on it and a place to list arrivals and departures at ports. It is necessary to use this card to depart a port of entry and when you arrive at your next port of entry you will go to the gendarmerie and have a gendarme fill it in. This is a requirement and failure to do so will leave you open to whatever they feel is suitable punishment. For example, if you are checking out of Hiva Oa and going on to Tahuata and Fatu Hiva and then back to Hiva Oa, tell the gendarmes and it probably will not be necessary to officially check out. However, if you are departing Hiva Oa to Tahuata, Fatu Hiva and up to Ua Pou, you must check out and have the gendarmerie list where you are going. This is very important because if you divert and are stopped by the gendarmes, you are at their mercy. If your departure route on the boat passport says Hiva Oa to Fatu Hiva to Ua Pou to Nuka Hiva and you stop in Ua Pou out of turn, and the gendarme comes along and inspects your boat passport, he will probably make a little noise but there shouldn't be a problem because you've been cleared to Ua Pou prior to Nuka Hiva. There are gendarmes in Ua Pou at the main village of Haku Hau, however the anchorage there is very poor. I only checked in with them once on my 5 trips to Ua Pou.

When you depart Tahiti and are going to Moorea, Huahine, Raiatea, Tahaa or Bora Bora, you check out from the Port Captain, Customs and Immigration

and not the gendarmerie. Once you check out of Tahiti and come back in, you must check in again. The gendarmes at Moorea are very easy to get along with but it is difficult to reach their village if you sail to the north side of the island. I recommend, unless you really plan to depart from Moorea up island quickly, that you do not check out, but tell the Port Captain in Papeete you will be at Moorea for a few weeks and will be back. Normally, this is the case, and whether you bring the boat back or not is your decision. There are ferries that cost about \$8 one way from Moorea so it is easy to make Papeete a one day trip.

If you have a gun on board you must declare it. The gendarmerie or Customs will take it from you and return it when you clear out. The same applies to ammunition; they require you declare any weapon or ammunition you have. The decision is yours as to whether you want to declare it to them or not. The consequences for not following their rules are usually expulsion from the country. On occasion, gendarmes will make spot inspections in the most out of the way places. I was inspected in Faaite in the Tuamotus where the population is 85. A group of gendarmes, there on other business made a very thorough inspection of my boat..... a word to the wise.

Bringing cats or dogs into French Polynesia creates no problems. I have no knowledge on birds. I brought my cat, whose vaccinations and papers from the vet were all in order with me, but no one seemed to care. The biggest problem with an animal on board is when you're near a dock you take the risk of the pet jumping ship and not coming back. This happened to many boaters in Papeete when they went to the quay. It also happened to me; I can only hope that my cat is happy with his new Tahitian home.

Make sure your passport has at least two years left before expiration, because once you leave the US, there are embassies in Panama, Mexico City and Suva. From French Polynesia, that's a long way to go to have your passport re-issued. I was also equipped with a letter of so called "financial responsibility" from my bank. I still have the letter and have never been asked to present it. This was a requirement about 5 years ago. I feel it is still a good idea to have such a document in your possession. My letter only states

my credit rating and how many years I have been doing business with their bank. A tip if you're going to ask for such a letter: if you have a considerable amount of money, bank it for 30 days prior to asking for the letter of credit.

In summary, you do not need a visa for a 30 day stay in French Polynesia. The Embassies and Consulates will issue a 90 day visa; when this expires it can be extended for another 90 days. After this 6 months, you must write the High Commissioner requesting a 6 month extension. This letter must be written 30 days prior to the expiration of your current visa. This has to be done for each and every individual aboard your boat. Visitors coming down for less than a 30 day stay are not required to have a visa or post bond; if they stay longer, they must complete the same visa and bond requirements.

You can only stay a total of one year in French Polynesia. If you leave for a short visit to America and return, you then have one year upon arriving back in French Polynesia. The real problem becomes your boat. After one year, the French consider that you are importing it into the territory and will assess a duty on it of 27% of its so-called market value.

The French government does not hold your money for your bond, it is held by the bank. You can use other banks besides the Indo Suez, but it is the only one that has branches in the Marquesas. The Bank of Tahiti is affiliated with the Bank of Hawaii and the Bank of America. If you plan to go directly to Tahiti, you can use the Bank of Tahiti. I recommend the Bank of Indo Suez because they are more competent, having dealt with bond money more frequently.

Make sure you carry enough "legal" documents to prove that the boat belongs to you. If you are documented, check to see that you are listed as the captain. Also make sure your documentation number agrees with the one on the plate of your boat ( usually in the bilge area). If you are not documented, carry the registration and a notarized copy of the ownership papers.

When making a port within French Polynesia, be sure to check in with the gendarmerie of that port as soon as possible. If you arrive in Papeete at 1300 local time on a weekday, try to check in the same day. If you arrive on a weekend or holiday, do it first thing Monday morning or the next regular working day. There hours are 0700 to 1600, generally, 5 days a week. If your destination doesn't have a gendarmerie on the island, be prepared to be checked for proper clearance from your last port.

The only major island where this is not necessary is Moorea, but I will be willing to bet that the local gendarmerie will know where you are and what your boat's name is. I got in a little trouble twice with the gendarmes, both for not checking in with them before cruising the other anchorages on the island. On Huahine I spent about 10 days around Baie de Maroe on the east coast before I went around to Fare where the gendarmerie is. Within two hours of anchoring in Fare, I checked in and was told I would have to go back to the village at the head of Be. de Maroe and have the mayor sign a paper given to me by the gendarmes before they would check me in or allow me to leave. I hitched a ride back to the bay, had the mayor sign the "holy paper", returned to the gendarmerie and was duly checked in! I almost had to sleep by the side of the road, because I started for the village at 10 A.M. and by the time I found the mayor and got my paper signed it was 5:30 P.M. I got back aboard Esperanza at 10P.M. that night after my 40 mile round trip. I later found out that the gendarmes had spotted me from the road and checked with some locals to find out how long I had been there and reported it back at their headquarters. When I checked out of French Polynesia a few months later, I discovered that the whole incident was in my dossier.

Six weeks later, I left Raiatea for Tahaa and anchored in the quiet bay of Hamene. I rowed ashore for a look around and ran into a group of gendarmes doing some surveying. This time they just told me to leave, go back to Uturoa on Raiatea and check out, then check in at Tahaa at their office on the north coast. I should explain that I keep my hair fairly short, I am clean shaven and always put on clean, neat shorts and shirt before I go ashore. What my reception would have been if I was dirty and unshaven, I can only guess! If you have long hair and a full beard, you are definitely at a disadvantage.



The best way is always the direct way, don't play games with the officials. They are well organized and communicate via radio daily. Most often, I found them helpful even though my knowledge of French is limited to about 10 words.

The following are some addresses you may need:

High Commissioner  
LE HAUT COMMISSAIRE  
DE LA REPUBLIQUE EN POLYNESIE FRANCAISE  
LE SECRETAIRE GENERAL  
PAPEETE, TAHITI

Bank of Indo Suez  
BANQUE DE L'INDO CHINE ET DE SUEZ  
B.P. 120  
PAPEETE, TAHITI

Chapter V  
BANKING, COMMUNICATIONS & MAIL

I do not recommend you convert your dollars into Pacific Francs until you arrive in French Polynesia. Talk to other boaters there to find out what the conversion rate is at the time and see if it is rising or falling. I know of one couple who converted \$5,000 American during a falling market and when they left three months later lost about \$250 in the reconversion.

Travelers Checks get a higher conversion rate for some reason than cash. You cannot use major credit cards other than in Tahiti and some of the other islands of the Societies, although this may soon change. You either bring in money, or have it deposited in the Bank of Indo Suez in your name. The method of wiring money is the same as in putting up money for bond. In fact, some people will wire in \$1000 for their bond and use the left over for their petty cash fund. I strongly recommend that if you have money wired in, check with your bank because the normal procedure is for you to request it in a timely manner in WRITING. If you write your bank from the Marquesas it will take about 10 days to get to the U.S. and about 10 days for the money to come back through the system to your hands. This becomes very frustrating when you're eating only rice due to lack of funds. Allow plenty of time for the system to work for you. What happens is the money will go into the Bank of Indo Suez in Papeete and the banker in the Marquesas will call Papeete to confirm its arrival before you can draw out what you want. You do not earn any interest on this, and your conversion is at the slightly higher Traveler's Check rate, which is about 4% more than cash.

If you transfer to any other than the Bank of Indo Suez, it will take longer to obtain your money in the Marquesas. For example, the Bank of America transfers \$1000 to the Bank of Tahiti in your name and passport number. You are in the Marquesas and go to the Bank of Indo Suez (the only game in town) and request your money. The Marquesas branch calls the parent bank in Papeete, who in turn requests the Bank of Tahiti to transfer the funds to them. When the Bank of Indo Suez receives the funds in Tahiti, the banker in the Marquesas must communicate with them and receive authorization to give

you your money. Sometimes a fee of \$10 per transfer is charged, so your original \$1000 is now reduced to \$970. It could also take a month from the time the Bank of America received your letter of authorization. The Bank of Indo Suez's address is listed in Chapter IV.

When I got tho the Societies, I used my Visa credit card through the Bank of Tahiti to make a credit card loan of \$150 U.S. You can withdraw this amount once a day but can get around it by going to two different branches of the Bank of Tahiti if you need more than the \$150 increment. The Bank of Tahiti is conveniently located on every island in the Societies. My credit card finance charge was more than paid for by the higher Traveler's Check rate of conversion received when making this type of transaction. I would then just write a check to my credit card company for the amount of money I withdrew via the card. Some banks in French Polynesia "discount" this transaction (in effect charge you) so check around. I used the Bank of Tahiti because at that time they not only did not charge for it, but they were convenient.

Regarding mail, I am going to reiterate a little to stress the importance of mail planning. The General Delivery address for all of French Polynesia is your name care of POSTE RESANTE and the city or island where the post office is located. Mail will only be held for two weeks, then it is returned via extremely slow boat. By the time you get your mail, it may be 6 months old. Mail takes approximately 10 days for arrival into the Marquesas and approximately 7 days into Tahiti.

There are at least four flights a week from Tahiti to the Marquesas but I do not recommend you have visitors arrive via these airlines. The cost is approximately \$270 from Papeete and in every instance the airport locations are very remote. On Nuka Hiva, the passengers must take a boat for about 20 miles to get to Taiohae. On Hiva Oa it's approximately 15 miles via a road and on Ua Pou it's about 12 miles to Haka Hau. Transportation to any local town from the airport is unreliable; it is generally hitching a ride from the local people. From the U.S. into Tahiti there are daily flights, and to other major islands of the Societies small carriers fly 10 or more times a day.

If you wish to receive mail in the Marquesas, always send it to Poste Resante, and remember they will only hold mail for TWO WEEKS. Actually, their holding procedure is a little more complicated than just the two week holding period, but this is the minimum. You can get mail on all six of the major islands of the Marquesas, but I recommend you use Nuka Hiva and Hiva Oa only. In the Tuamotus, I suggest you forget about mail because of the difficulty involved in finding islands with post offices, unless you go to Rangiroa. Sending mail out is a bit easier. Any village will have someone around to collect the mail and be responsible to see that it gets on a plane. I recommend you carry extra stamps with you for this reason. For example, if you're in the Tuamotus and plan to be in Tahiti within a month, you could write to your correspondent and tell him you plan to arrive in Papeete on a certain date and please send mail to you there. Give 7 days prior to your actual arrival date as the time. I had mail forwarded to me in Ua Huka; I pulled in on a Friday but the post office had closed by the time I got ashore. Over the weekend, a fierce little storm came up, and I felt it was prudent to leave the anchorage and go on to Nuka Hiva. I filled out a form at the post office requesting mail forwarding from Ua Huka to Nuka Hiva, but this never occurred. That mail arrived 6 months later, after a 6 week boat trip back to the U.S.. So besides weather and anchorage planning, your mail takes some priority. I have used a mail service since I began cruising; there are many available and I encourage you to use one. Three to four months prior to leaving home port is the time to set it up. Even my credit card address is my mail service. I have run into people who don't use a mail service, and all correspondence from their families, attorneys and accountants has failed to reach them from time to time. Whether you chose the mail service route or not, carefully consider the value of your magazine subscriptions. I realized after about 4 months that some magazines I received were costing me about four times the newsstand price in postage. The foreign postage rate is approximately double the domestic rate. I immediately cancelled all magazine subscriptions.

There are telephones on most islands including the Tuamotus. These can connect you to Papeete where in turn you can be connected to the U.S. These calls run about \$20 for the first 3 minutes and about \$6-7 for each additional minute. Do not attempt to handle any bank transactions via the telephone; I invested \$150 in phone calls and cables trying to get money transferred and

it just didn't work. A \$.40 postage stamp accomplished my transaction, finally.

If you purchase the ham radio and forgo the Loran C or some other exotic piece of electronics and acquire your license, remember you cannot conduct business matters over the radio. But it certainly is nice to speak to your loved ones and friends back home 3000-4000 miles away via phone patch when they're suffering the agonies of a cold, hard winter and you're suffering the agonies of sunshine, palm trees and lovely people....

Regarding antennas for your ham radio: if you have two masts whether you be ketch, yawl or schooner rigged, a two band dipole for 15 and 20 meters between your mizzen and main works marvelously. You can also run it through a tuner and do a reasonable job on 40. The coax cable with the foam shield between the ground and the antenna wire is the best. It costs more but does a better job than the RG8/U. The foam will decrease your loss by a good 20-30%. If you have a sloop, carry enough wire for a random wire antenna and in port you can put up an inverted V. There are trapped verticals, half wave or better that are on the market and do a reasonably good job. The Little Hustler mobile whip antenna is the last choice and worst performing wire antenna. I use a Kenwood TS 130 transceiver and a homemade tuner but there are good tuners on the market and I would pay a little extra to get a good one. (See also the list of ham rigs in Chapter II). I prefer a Kenwood because of the availability of parts and they seem repairable in French Polynesia. If I had my choice, I would have an all-band transceiver, but the cost for me is prohibitive. A marine band (SSB) fixed crystal radio has a life span of approximately 3 weeks after departing the mainland U.S. , or so it seemed when talking to boats that had them aboard.

The Marquesas and the Tuamotus are serviced by copra boats. These are small diesel powered boats that are 60-200 feet long. Passage on these copra boats from the Marquesas to Tahiti will cost you about \$120 for a cabin and meals. From the Tuamotus, the cost is slightly less. This is anything but first class, and is a real adventure. The copra boats are also floating grocery stores so when one comes into your anchorage you can generally replenish

your pantry. If a major grocery store is available in the anchorage, the copra boat will as a rule not open theirs. Local people flock to these boats to get their provisions when no major grocery store exists at their village.

The function of the copra boat is varied; they pick up the copra that is locally produced, sell provisions to the islands, haul freight( I know of one boat owner who shipped his engine to Tahiti and back to the Marquesas on a copra boat), carry passengers and carry mail to the islands without airports. They run from Papeete to Nuka Hiva and Hiva Oa weekly. The other islands of the Marquesas are serviced by the smaller boats. For the most part, the Tuamotus receive copra boat visits from weekly to every 6 weeks, depending on the population of the island.

The following are some pertinent facts which may be helpful sometime during your cruising: current history of the Pacific Franc vs. the U.S. dollar:

|                         |                          |
|-------------------------|--------------------------|
| 1979- 70 PCF to \$1.00  | 1982- 1.16 PCF to \$1.00 |
| 1980- 80 PCF to \$1.00  | 1983- 1.21 PCF to \$1.00 |
| 1981-1.04 PCF to \$1.00 |                          |

islands (other than Societies) with air service

|         |           |
|---------|-----------|
| Ua Huka | Makemo    |
| Manahi  | Hiva Oa   |
| Apataki | Nuka Hiva |
| Fakarua | Rangiroa  |

amateur radio networks catering to boats- all times GMT

|                          |                         |       |
|--------------------------|-------------------------|-------|
| 7 days/week: 0000Z-0430Z | Maritime Service Net    | 14313 |
| 0430Z-0600Z              | Pacific Maritime Net    | 14314 |
| 0800Z-0830Z              | Pacific InterIsland Net | 14315 |
| Mon.,Wed,Sat. 1800Z      | Tahiti Coffee Clatch    | 14285 |
| not on Sun. 1900Z        | Manana Net              | 14340 |
| 5 days/week 2230Z        | Pacific Maritime Net    | 21404 |
| some weekends            |                         |       |
| 5 days/week 1630Z        | California-Hawaii Net   | 14340 |
| 1900Z                    | Confusion Net           | 14305 |

Chapter VI  
TRADING & BARTERING

The Marquesas and the Tuamotus are the only places where there are trading and bartering, especially on Fatu Hiva for their tapas and fruit. Suitable items for trading include pierced earrings, fancy necklaces and almost gaudy bracelets, new tee shirts (washed and/or faded ones are generally of no interest), brightly colored dresses, galvanized nails and some tools. They are very much aware of current fashion as they receive magazines from France. Clothing of all types is available in Tahiti, but it costs three times the average American price.

I know of some cruising boats that didn't declare .22 shells and used them for bartering, with the exchange rate equalling 20 shells/\$1. Sometimes shotgun shells are needed, but there are many different kinds, although 12 guage seems to be the most requested. Cassette tapes, as long as the music is extreme rock and roll and very loud, are worth the equivalent of about \$5. One boat had two cheap Black and Decker 1/4" drills that he bought for \$12 and resold for \$20 each. If you are trying the ammunition barter route be aware that the French allow the local people 200 cartridges a year. There are numerous wild goats and pigs in the Marquesas and the 200 cartridges are usually gone in 3-4 months. It is definitely against French law to barter with ammunition; do so at your own risk.

In the Marquesas, the fruit is so plentiful I never had to pay for it. However, some yachties did pay up to \$4.50 for a stalk of bananas, \$.25 each for pompamoose and about \$1 for 2-3 kilos of oranges and lemons.

The local people of Fatu Hiva are particularly aggressive in trading. When I anchored in Baie des Viergas, three teenagers came out to my boat with 7 pompamoose and some papayas; they handed the fruit up to me and made it very clear that they wanted 100 feet of 1/2" nylon yacht braid in exchange for it! When I told them I did not have any extra, they became very angry and threw the fruit overboard. Several other boats also experienced the same approach. After that uncomfortable experience, I never accept-

ed fruit without first communicating that I had nothing in exchange for it. After repairing some outboards, chain saws and the local village movie projector in one place, I was given more fruit than I could eat, but I never asked for it. Be aware that you can communicate that you wish to exchange (trade) or not and also indicate whether you do or do not wish to have visitors aboard.



## Chapter VII

### WEATHER

I cannot stress enough the importance of planning not only your passage but also your itinerary and cruising on the best weather you can get. The pilot charts are guides representing averages of historical data. The chance of deviation from the general weather pattern as indicated by the pilot charts is greatly increased in the spring and fall months. I've seen the southeast trades never really build (1978) and blow strongly and steadily for most of the year (1981). Not only learn the weather patterns for the area you are going to but keep as current as possible with the existing weather in your surrounding area. Your stay in French Polynesia will be much more enjoyable.

I have already mentioned the all-band receiver as a very helpful tool on your trip. In addition to the receiver, a weather facsimile, commonly called a weather fax, would be extremely helpful. I wouldn't recommend buying a weather fax in place of a ham radio, though. The French broadcast weather information on their AM radio from Papeete; unless you are fluent in French, you will have a problem using this information. New Zealand and Australia put out the best weather for the South Pacific and it encompasses most of French Polynesia. The problem is that it is transmitted on CW at 25 wpm and lasts approximately one hour. The United States broadcasts weather every six hours. In the North Pacific it covers the west coast of North America to well past the dateline. In the South Pacific it is from  $110^{\circ}\text{W}$  to well past the dateline.

NOVEMBER MIKE CHARLIE (NMC), San Francisco, broadcasts weather from the equator to  $60^{\circ}\text{N}$  and east of  $140^{\circ}\text{W}$ .

NOVEMBER MIKE OSCAR (NMO), Hawaii, broadcasts weather from  $25^{\circ}\text{S}$  to  $110^{\circ}\text{W}$  to  $160^{\circ}\text{E}$  and equator north  $140^{\circ}\text{W}$  to  $160^{\circ}\text{E}$ .

The following table shows a list of broadcast times and frequencies:

| <u>NMC:</u> |                          | <u>NMO:</u> |                               |
|-------------|--------------------------|-------------|-------------------------------|
| GMT         | FREQUENCY                | GMT         | FREQUENCY                     |
| 0430-       | 4428.7, 8765.4, 13113.2  | 0545-       | 2670, 6506.4, 8765.4, 13113.2 |
| 1230-       | 4428.8, 8765.4, 13113.2  | 1145-       | 2670, 6506.4, 8765.4, 13113.2 |
| 1630-       | 8765.4, 13113.2, 17307.2 | 1745-       | 2670, 8765.4, 13113.2         |
| 2230-       | 8765.4, 13113.2, 17307.2 | 2345-       | 2670, 8765.4, 13113.2         |

| <u>TAHITI:</u> |           |
|----------------|-----------|
| GMT            | FREQUENCY |
| 0800           | AM 11800  |

The following is a typical broadcast of NMO for the South Pacific showing how to plot it.

HELLO ALL STATIONS.....HELLO ALL STATIONS.....HELLO ALL STATIONS.....

This is the United States Coast Guard Communication Station November Mike Oscar test for receiver tuning (followed by a count of one through five or sometimes one through nine). Weather for the South Pacific from equator to 25° south and 110° west to 160° east valid at 18 September 1983 at 1200Z for the next thirty hours.

Part Alpha: Warnings - none

Part Bravo: Low: 1010 milibars at 11° south 179° east moving southeast 10 knots with a trough at 2° south and 160° east.

High: 1020 milibars at 25° south, 119° west moving east slowly. Ridge at 2° south, 145° west, 23° south and 110° west.

High: 1029 milibars at 29° south, 178° west moving east 10 knots. Ridge 20° south, 145° west, 23° south and 160° east.

Winds: Less than 15 knots with seas six feet within 300 miles of highs and ridges, lows and troughs.

Easterly Winds: 15 knots, seas six feet, locally 20 knots seas eight feet in remainder of area.

Thundershowers: North of 10° south and west of 165° west.

Break..... this is United States Coast Guard Communications Station, November Mike Oscar, Honolulu, Hawaii.....OUT.

I copy the sample broadcast as follows:

|                     |                |                        |                     |
|---------------------|----------------|------------------------|---------------------|
| L-1010              | 11/179 - SE 10 | TR 02/160-             |                     |
| H-1020              | 25/119 E s1    | R = 02/145             | 23/110              |
| H-1029              | 29/178 E 10    | R = 20/145             | 23/160- -15=300 H&L |
| E = 15/20 remainder |                | Th/Sh = No 10 West 165 |                     |

Note: I ignore the sea conditions because they follow the wind, i.e. 20 knots = 8' seas, 25 knots = 12' seas, 60 knots = 45' seas. I use a minus sign to indicate east longitude and arrows to indicate the general direction of movement. See the following illustration for a plot.

According to NOAA, a hurricane has winds of 63 knots or better. Anything less is considered a gale (28 to 41 knots) or a storm (41 to 63 knots). Hurricanes are also called cyclones or typhoons. They also are extremely low pressure areas and affect an area of approximately 500 miles.

There are four stages to the life of a hurricane. All begin as a low pressure area which intensifies to a tropical depression generally between 10 and 15° latitude, and starts to move east or west in a southerly direction at about 12 knots + , winds at about 35 knots. A tropical storm might still be in the vicinity of 12 to 16° with the same movement of direction but slowing down to less than 10 knots, with winds 50 knots within 30 miles, 34 knots within 60 miles, thundershowers within 100 miles. A hurricane, 63 knots or greater wind (90 to 120 knots average) moves still southerly with an area of wind influence of 50 miles and 50 to 70 knot winds within 100 miles. The sea swells will be an influence for at least 500 miles. If the velocity increases above 10 knots, it generally has about 24 hours of life left; however, if it continues to move slowly, 0-5 knots, it could be around for a few more days. See the sketch of hurricane paths in French Polynesia during 1982/83 season. In 1980/81, French Polynesia experienced two close calls with little damage. In 1981/82 no hurricane came close but they did have one storm with 60 knots of wind in it.

After experiencing two hurricanes in my life and listening on ham radio to many boats during hurricanes, I have defined the following description of a "hurricane hole". "A hurricane hole for small boats ( 30-60 feet) consists

of an anchorage 15-20 feet deep with a 20 foot wide entrance and large enough for 3 boats to swing 360°. It is surrounded by hills 300 to 500 feet high and has several doglegs in the entrance so the outside seas are broken up by the time they gain the anchorage. The bottom should be mostly sand with some clay and no coral. The surrounding beach should have a gentle slope and consist of fine sand". THERE IS NO SUCH PLACE WITHIN FRENCH POLYNESIA!!! In fact, except for one anchorage about 250 miles north of La Paz, Mexico, a true "hurricane hole" does not exist (within hurricane affected areas). I rode my last one out anchored in the lee of a 12 foot high breakwater, anchored in a mud and coral bottom. I experienced gusts to perhaps 95 knots with 80 knots sustained winds. The breakwater broke up the 45 foot seas to only 5 to 8 feet. I did take several knockdowns, but survived; the breakwater suffered four 20 foot wide holes.

There are only two anchorages in the Marquesas where I would consider riding out a hurricane: Atuona on Hiva Oa behind the new breakwater, and "Daniel's Bay" which is approximately 3½ miles westward of Taiohae. Both of these anchorages offer some protection from the seas but depending on the storm path might give you greater winds because both are located in valleys with 2,000 foot mountains surrounding them.

There are NO hurricane holes in the Tuamotus but the anchorages are generally good for winds up to 45 knots.

The Societies offer many anchorages with fair protection. Boats have survived in winds up to 100 knots in many of them. The old WW II boat landing on Bora Bora in Baie Faanui is okay as long as you are there first, however it proved too crowded for me. The marina on Raiatea and the new one at Tahaa (west side) can provide shelter from seas, depending on which way the hurricane is moving.

The rules of anchoring and paths of hurricanes apply to all storms. If at all possible, on receiving information that a storm is headed your way, re-anchor so your strongest anchor is best used. Then place another anchor 90-120° off the first one, and a third 90-120° off the second anchor. Use all your

chain and put nylon line on the chain about 20 feet off the bow of your boat. Slack off the chain and take up tension on the line. Protect the line from chafe. This line will stretch and give, acting as a shock absorber so as not to put sudden sharp strain on the chain.

I have a pilot chart on the wall covered with a piece of acetate which I use to plot the weather with a grease pencil on a daily basis. This way I am usually only mildly surprised if the weather turns inclement. Remember..... the so-called hurricane season in the South Pacific is from November to April. You may never experience a hurricane itself but it is very likely you will experience some fierce storm activity, hopefully in a secure anchorage. During the cruising months of May through October, the likelihood of lows going through the area is remote but does occur. These will generally be well reported. If you are making a landfall and the weather is squally, be very cautious. The first indication that you're very, very close may be a sharp thump!

December is supposedly the rainiest month in the Societies although December and January have at times been very dry. The difference between the wet and dry months during hurricane season in the Marquesas is primarily that it is hotter during the wet months between November and April. Each month of the year will give you the opportunity to collect fresh water.

The predominant wind in French Polynesia is the southeast trades. Whenever the swell changes from an easterly direction, your wind patterns have just changed so be aware. There is a more or less permanent high off South America which creates the lovely southeast trades. Remember the wind in the southern hemisphere goes counter clockwise around the highs and clockwise around the lows. If you get northwesterly winds, it is a very good indication of a low in your area.

ILLUSTRATION OF SELECTED HURRICANE TRACKS 1982/83

160

150

140

JAN → → →  
 FEB → ... →  
 FEB → ~~rrr~~ →  
 FEB 000 → 000  
 MAR xxx → xxx →  
 APRIL → → . → →  
 APRIL .....

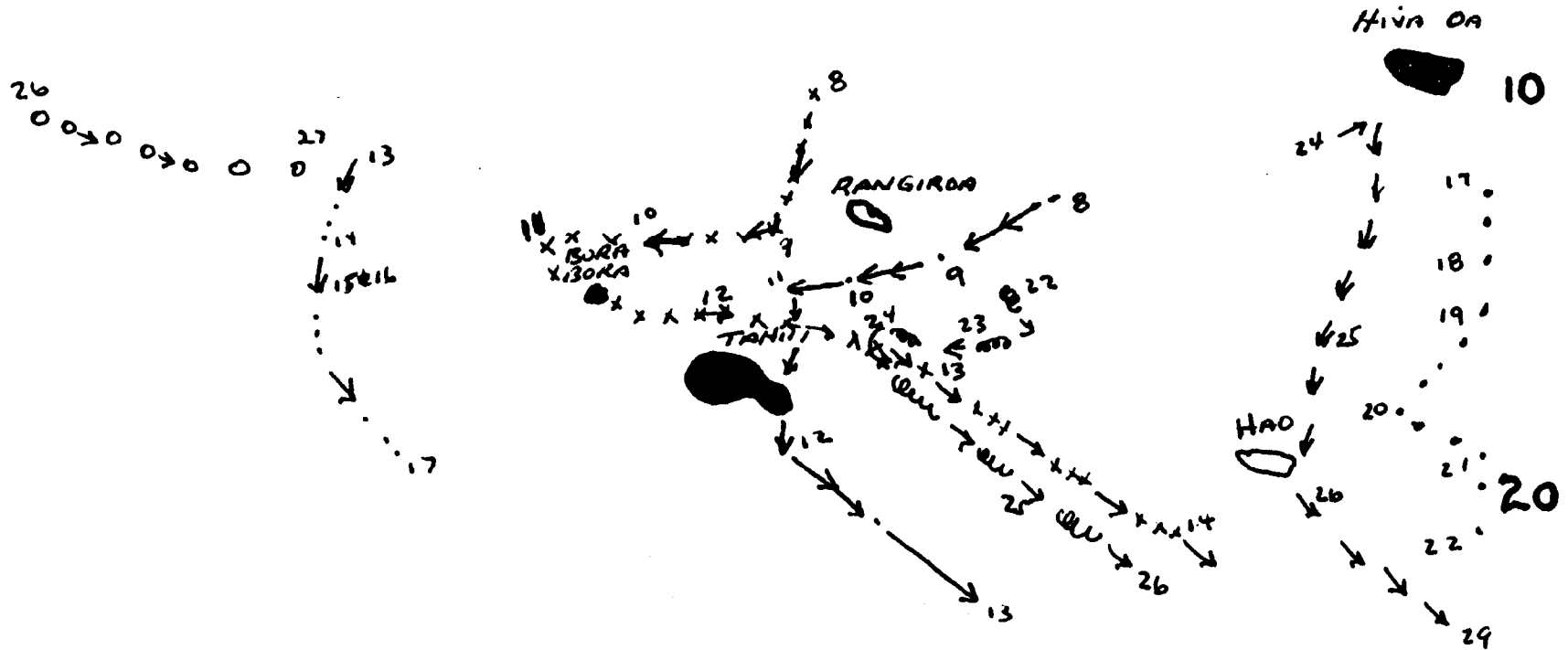
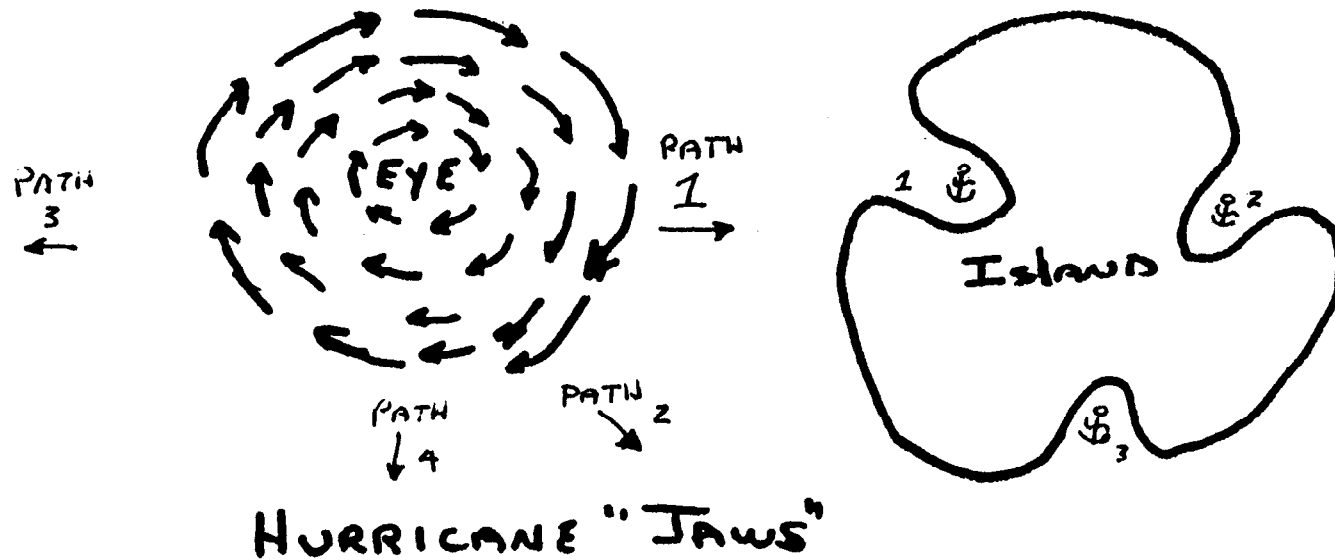


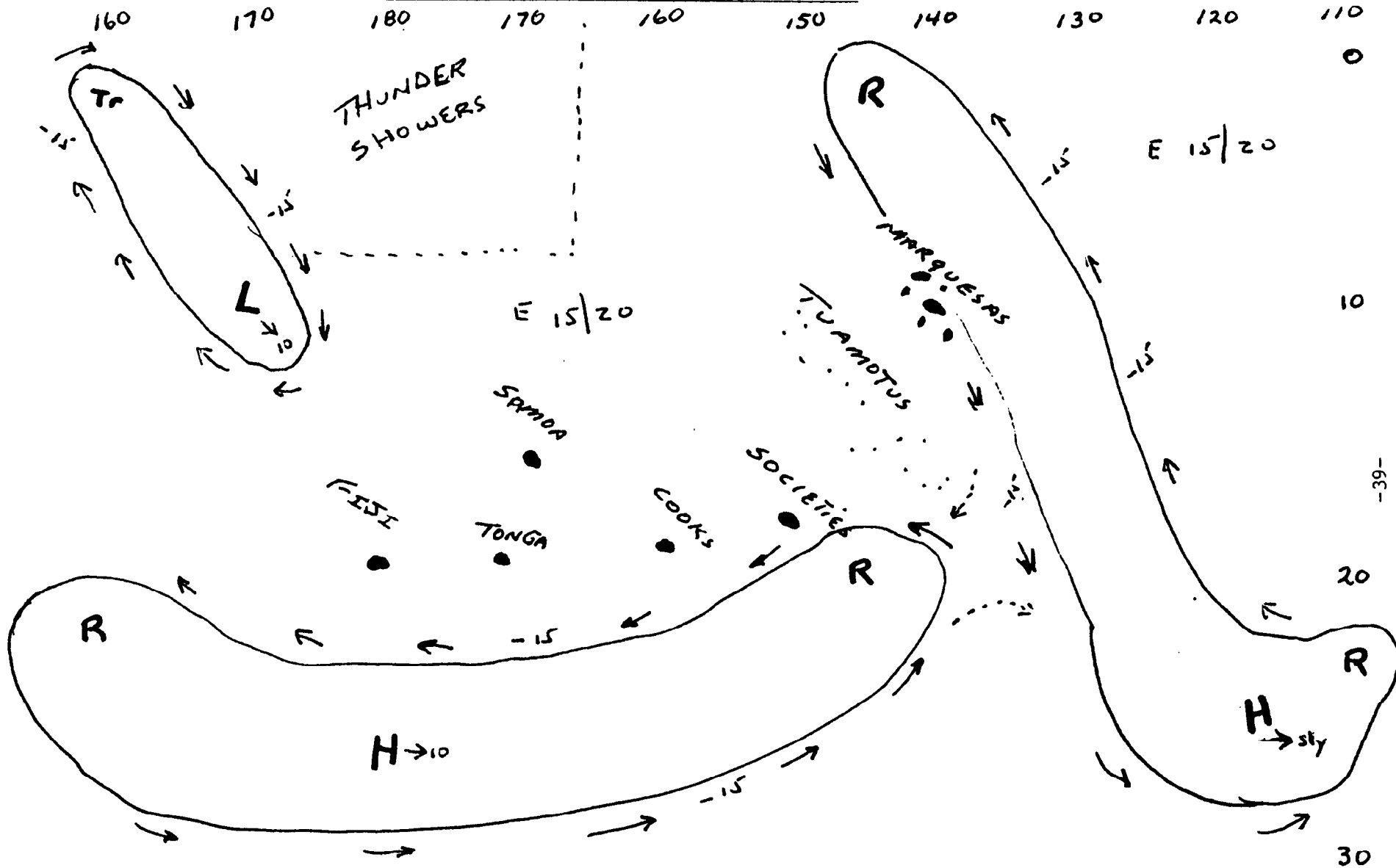
ILLUSTRATION OF ANCHORAGES AND HURRICANE PATHS IN THE SOUTHERN HEMISPHERE



150 miles from  
eye to the center  
of the island

- PATH 1 - just pray to your God and be prepared to go ashore
- PATH 2 - a little better than path 1; anchorage 2 probably best
- PATH 3 - anchorage 2 best, anchorage 3 next, anchorage 1 least
- PATH 4 - anchorage 2 best, anchorage 3 next, anchorage 1 least

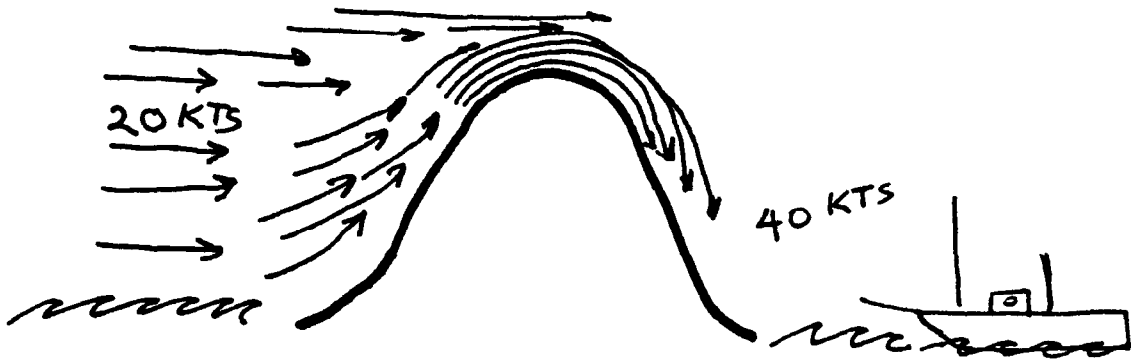
WEATHER PLOTTED FROM BROADCAST ON PAGE 33



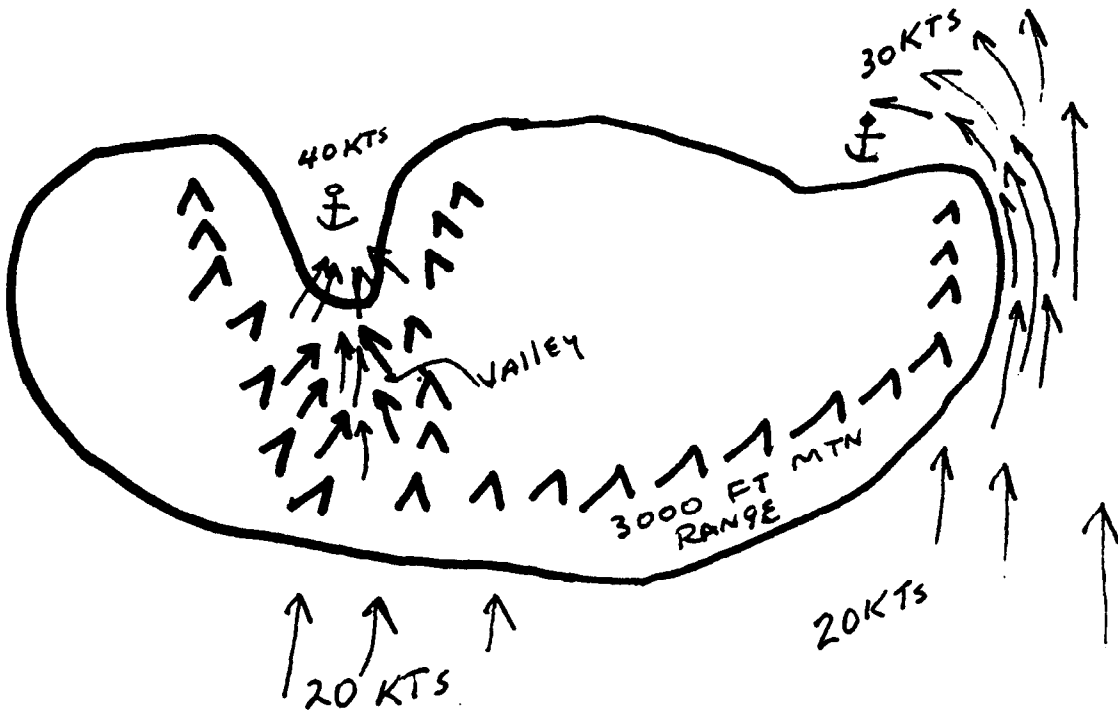
Wind travels clockwise around lows and counter clockwise around highs. By using this information, you can determine the wind directions in nearby areas.

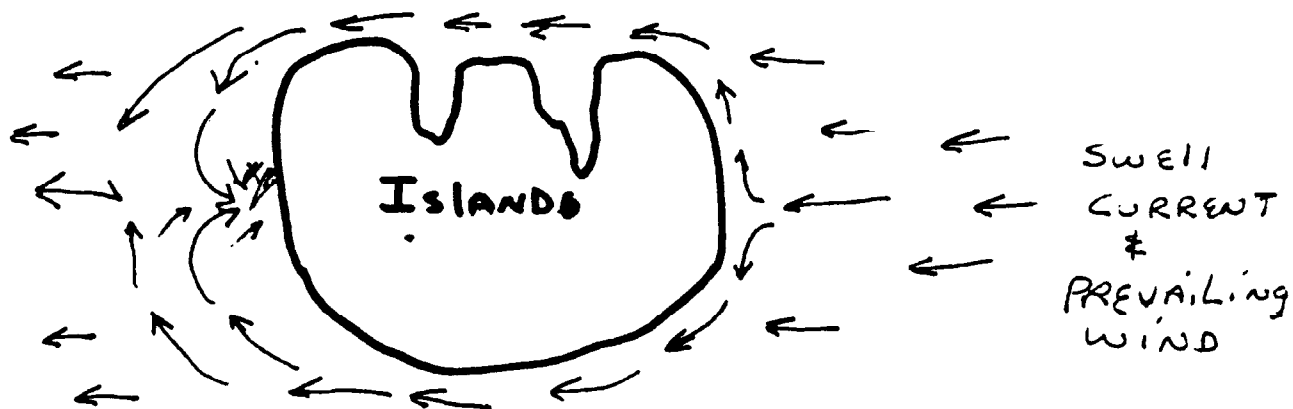


DOWN SLOPE EFFECT OF WINDS



HEADLAND & VALLEY EFFECT OF WINDS





I have isolated this illustration to show how current will suck you to the shore on the lee side of an island. Unfortunately, I personally know four boats that hove to in the lee 1 mile offshore and ended up on the reef.

Chapter VIII  
SOME DOs AND DON'Ts (LOCAL CUSTOMS)

As I previously mentioned, the population of these island groups is primarily Polynesian. They have been exposed to the French and to the cruising yachtsman and in the Societies, also the predominantly American tourists.

In the Marquesas, do not sunbathe in the nude. Women wishing to sunbathe topless do so behind something that blocks their view from shore. Keep in mind that in the Marquesas and Tuamotus the local people are moving around in boats all the time and it is not unusual to have a boat sitting beside yours when you weren't even aware of its approach. It is considered bad taste by the local people to expose what they consider to be "private" areas. In the Societies, topless sunbathing is done by many Europeans, primarily French, therefore it is considered acceptable. Nude sunbathing, unless you are in a very remote anchorage, is still not considered proper.

In the Marquesas and the Tuamotus, the people enjoy you more if you sing out a friendly, "bonjour!" or "hello!" as you walk by them or see them. In the Marquesas when you are invited to dinner, good manners require that you arrive on time and do not be surprised if you are served before the other family members. I have been to several local peoples' houses for dinners and for most of them I sat and ate while the family and friends visited and chatted around me, eating their meal after I had finished mine. If you are invited to a festive type dinner and you arrive late, better to cancel than to walk in and apologize. Generally the local people will not come aboard your boat unless they are invited. They will ask your permission to board, and if you do not want company just then, it is prudent to explain it to them so as not to offend. The younger and under 20 year old group have a tendency to get in to everything if allowed to roam freely on your boat. The adults are very polite and always are interested in your radio, engine and the like. In Fatu Hiva, if you're offered fruit, don't accept it unless you have something to offer in return. This is generally the case in all of French Polynesia. I had to leave a couple of anchorages because I got in a giving match with the local people. I was running their cupboards down as well as my own provisions. They love to give!

If you can strum a guitar and know a few songs, you'll have no problem getting acquainted with the local people.

My knowledge of French is 8 to 10 words but I had no problem with communicating. A good rule of thumb: always wear clean shorts and a shirt that is not torn and ragged when going ashore. Avoid long hair covering your ears if you are a man. Ladies who wear their hair long will not have a problem because this is also a local style for ladies down south.

Chapter IX  
MISCELLANEOUS

French Polynesia uses the metric system of measurement. The following conversions might be helpful to you.

| <u>METRIC CONVERSION</u>                   | <u>INCHES</u> | <u>MILLIBARS</u> |
|--|---------------|------------------|
| One inch = 2.54 centimeters                |               |                  |
| One foot = 0.30 meters                     | 30.8          | 1043             |
| One yard = 0.9 meter                       | 30.6          | 1037             |
| One mile = 1.61 kilometers                 | 30.4          | 1030             |
| One quart = 0.95 liters                    | 30.2          | 1022             |
| One gallon = 3.79 liters                   | 30.0          | 1016             |
| One pound = 0.45 kilograms or<br>450 grams | 29.8          | 1010             |
|  | 29.6          | 1003             |
|  | 29.4          | 995              |
| 8 2/3 cups = 1 kilo(gram)<br>dry measure   | 29.2          | 989              |
| 2.205 lbs. = 1 kilo(gram)                  | 29.0          | 982              |
| 1 ounce = 30 milliliters<br>liquid         | 28.8          | 976              |
| 1 tsp.-lqd. = 5 milliliters                | 28.6          | 968              |
| 1 tbsp.-lqd. = 15 milliliters              | 28.4          | 962              |
|  | 28.2          | 955              |
| 32 degreesF = 9 degrees Celsius            | 28.0          | 948              |
| 68 degreesF = 20 degrees Celsius           | 27.8          | D                |
| 212 degreesF = 100 degrees Celsius         | 27.6          | U                |
|  | 27.4          | C                |
|  | 27.2          | K                |
|  | 27.0          | !                |

## Miscellaneous Services Available at Papeete

This section is designed to give you an idea what is available. The specific locations change: your best bet is to check with other yachties when you arrive.

Sails and Rigging: There is a fairly good sail loft that can make or repair almost any sail. They really don't understand some cruising sails so be careful. I have a roller furling headsail and the sun protection cloth on the leech was pretty well frayed and torn. I took the headsail in for replacement of the cloth, which they did but on the opposite side of the original protection. Being of low mentality at times, I just rerolled the sail the other way and left Papeete. Four days out of Tahaa enroute to Hawaii the wire inside the headsail un-laid and broke, putting the sail out of commission. The original repair cost was \$157 and the second repair cost was \$347, combined that made it a very expensive mistake! I was also forced to use my yankee jib which cost me an additional two days on the passage. I would not hesitate to use that sail loft again, but I'd make sure to inspect the work prior to leaving Papeete. Incidentally, they picked up and delivered the sail from the quay. You can get some wire and rigging there, too, but it is very expensive.

Haul Outs: There are two haul outs in Papeete; one uses a cradle on a marine railing and the other uses a crane. Both are good and cost about the same as in America. Bottom paint is also available, but apparently not at the same quality as is available in America. If you buy the most expensive paint they have it will last alot longer. I have a fiberglass boat and have not hauled it in three years. I put three coats of different colors on the bottom and still have the last coat on now. Of course, the "action" is gone from the paint but the excuse to go in the water to clean the bottom about every two months has never been a problem. Remember that in dealing with the Polynesians it is very similar to dealing with Latin Americans, you must have patience, patience, patience.

Repairs: There are engine parts available, and again, they are expensive. Perkins and other brand names are used. Parts can be air-freighted in but make sure that the shipper mails the package, "YACHT IN TRANSIT" or you will pay about 100% custom duty. The French Navy yard can weld stainless and also can manufacture fittings of all sizes and types. Their charge for this is minimal (approximately \$23/hour labor). Although I am sure there are some things they cannot repair, they can handle most problems.

Parts: There are several marine hardware stores, all basically in the same area. Outboard parts for most engines are available. I found a water pump for a Perkins 4-107 at a store that sells heavy equipment and PAR pumps. This was located north of town and not near the waterfront. Radios can be repaired if you have the schematic. I would not recommend you have satnavs repaired there: ship them back to America.

Charts and Navigational Aids: Some are available of excellent quality but costing much more than in the United States.

Fuel: Gas and diesel are readily available but some people had problems getting alcohol and kerosene. Butane is not a problem. I took my dinghy close to the fuel depot and carried my bottle less than ½ mile; that was much easier than lugging it three miles around. Gas runs about \$3.20/gallon, diesel about \$1.80/gallon, butane about \$4.50/gallon.

Car Rentals: There are several available, even a "rent-a-junk" (my term). Rentals cost anywhere from \$15 to \$50 a day, depending on your personal car preference.

Air Services: At least four times a week to Los Angeles and New Zealand/Australia flights are available. They are scheduled three times a week to Honolulu, and there are direct flights to the Cook Islands, Fiji and American Samoa, as well. Currently UTA and Air New Zealand service from the U.S. mainland and South Pacific Airways flies from Honolulu. Air Tahiti and Air Polynesia run several flights daily to the other Society islands and at least once or twice a week to the Tuamotus and the Marquesas.

Medical: Drugs are difficult to obtain without a prescription. The dental work is fair. If a serious illness occurs, get back to the United States. The language barrier does nothing but contribute to the problems.

Food Stuffs: Most everything is obtainable. Some yachties have made deals with the larger stores, purchasing case lots at a savings of 10-15%.

Checking In and Out: This is all done in one building commonly referred to as the Port Captain. First go to Immigration where you will receive your papers. Then just walk counter clockwise around the building to Customs, then to the Port Captain and back to Immigration.

Anchorage Fees: The Port Captain will charge you about \$0.50/day for dock fees at the quay, plus if you plug into their electrical outlets (watch out, they have both 220V and 110V outlets) you pay an additional \$0.70/day. If you anchor and stern tie south of the quay (called the "low rent district") you pay about half the charge. The problem there is you must ferry yourself ashore via dinghy, but it is much quieter. The biggest problem in the "high rent district" is the lack of privacy; you're practically rafted next to other boats.

A warning: watch out for theft. Some of the locals will come aboard in the dead of night and steal anything that isn't chained down. It makes no difference whether you are on board or not and this applies to both low and high rent districts.

Cost of Cruising: This is one item that some cruisers don't really address. It is also one subject that has many answers. I will try to give you some parameters that , hopefully, will assist you in your cruising plans.

Let's assume that you are equipped with:

|   |                             |
|---|-----------------------------|
| 3 anchors(1 extra large, 1 regular, 1 lunch hook) | 300 feet of chain           |
| navigation equipment, books and charts            | 300 feet of anchor rode     |
| all band receiving radio                          | ham radio                   |
| a wind generator and trolling generator           | a wind self steering system |



all kinds of spare parts for boat and engine  
 less than 1 year old ship's batteries  
 all the thousands of other items you feel you need for  
 comfort and safety

Now you must provision for your cruise. Depending on your boat size, you will spend about \$1500 for a 30' boat and \$2500 for a 40' boat (per couple). You will need a minimum of \$250 per person per month to cruise, plus a slush fund of \$1500 per person for bond, sudden trips back home, etc.

I strongly suggest you sever all ties with financial arrangements back home such as rents coming in monthly to keep you going. Too many cruises have been interrupted or terminated due to the renters' moving out or some such related problems. Some of the reasons cruises have been terminated are:

1. Complete underestimation of the costs
2. Too large or too small a boat for the crew (usually a couple)
3. One or both of the crew not fully understanding the need for a complete change of lifestyle cruising forces you to make
4. The realization of being alone when you lose sight of land
5. Not really being truthful with oneself (not really wanting to go anywhere)

In conclusion, don't go if you think it's all going to be marvelous and exciting. There are some bad moments out there. If you use 30 gallons of water a day dockside and cannot reduce that consumption, ask yourself, "Do I really want to leave here?".

Language:The following are some Tahitian words you might find useful.

|                     |           |                     |           |
|---------------------|-----------|---------------------|-----------|
| Good-day (hello)--- | Iorana    | Large-----          | Rarahi    |
| Wood -----          | Ra-au     | Small -----         | Nainai    |
| Female -----        | Vahine    | One -----           | Hoe       |
| Male -----          | Tane      | Two -----           | Piti      |
| Sleep -----         | Tooto     | Three -----         | Toau      |
| You -----           | Oe        | Four -----          | Maha      |
| Sing -----          | Himene    | Five -----          | Pae       |
| Cold -----          | Toe toe   | Six -----           | Yo no     |
| Beer -----          | Pia       | Seven -----         | Hetu      |
| Hot -----           | Vea-vea   | Eight -----         | Vau       |
| Work -----          | Ohipa     | Nine -----          | Tava      |
| Time -----          | Horaha    | Ten -----           | Ahuru     |
| Cigarette -----     | Ava-ava   | Fatigue (tired)---- | Rohi-rohi |
| Match -----         | Mati      | Eat -----           | Tamaa     |
| Week -----          | Hope toma | Drink -----         | Ainu      |
| Rain -----          | Eua       | To fish -----       | Taia      |

Chapter X  
THE MARQUESA ISLANDS

DMA Chart 83020

The Marquesa Islands are in the vicinity of  $10^{\circ}$  south and  $140^{\circ}$  west. They consist of a northern group and a southern group, with three inhabited islands in each group. The southern group was discovered in 1595 by the Spanish, and the northern group by Americans in 1791. They have been under French jurisdiction for approximately 100 years.

The local population is Polynesian with a bit of western blood mixed in. These were the last of the French Polynesian islands conquered; it is believed that cannibalism was practiced in some parts of this group as late as 1910. The current population of the island group is around 12,000. There are only three so-called hotels in the entire group; tourism is a very minor part of their economy. What there is comes from cruising yachts and stray tourists.

These islands are younger geologically than the Society and Hawaiian islands and are volcanic in formation. They rise steeply from the sea to heights of 2000-4000 feet. The only level ground is found within the valleys that run seaward from the peaks. Fresh water is abundant at all times. It rains approximately 10% of the time with December through April being the wettest and hottest months. There is a chance of fish poisoning in this area except from the tuna and ono/wahoo (large mackerel). Spear fishing is inferior to what it is elsewhere in French Polynesia due to fresh water intrusion, which brings silt into the onshore waters. Most anchorages are exposed to swells therefore bow and stern anchoring is suggested. The little bug called "no-see-ums" (gnats) exist onshore, particularly at dusk; also there are mosquitoes in some anchorages. Copra, local art work and yachties make up the economic basis. Local men do go and work in the Societies and the Tuamotus in French atomic programs, sending their money back home. Normally, east to southeast winds blow from April through October and some westerlies and calms occur November through March. If you have trouble finding a village, look for the white church with the red roof. This is a sure sign of people!

The wind pattern depends on where the highs and lows are located. A low between the Marquesas and Tahiti will create westerlies. Hurricanes (winds of 63 knots) rarely occur, however, it is not unusual to experience gusts in the lees and valleys up to 40 knots at any time of the year. When in doubt where to land your dinghy on the beach, look for the local boats pulled up on shore. Most villages have small stores and a local bakery where bread is baked. Atuona on Hiva Oa, Taiohae on Nuka Hiva, Haka Hau on Ua Pou, Vai Tahu on Tahuata and Omoa on Fatu Hiva have stores and sometimes fresh vegetables are available.

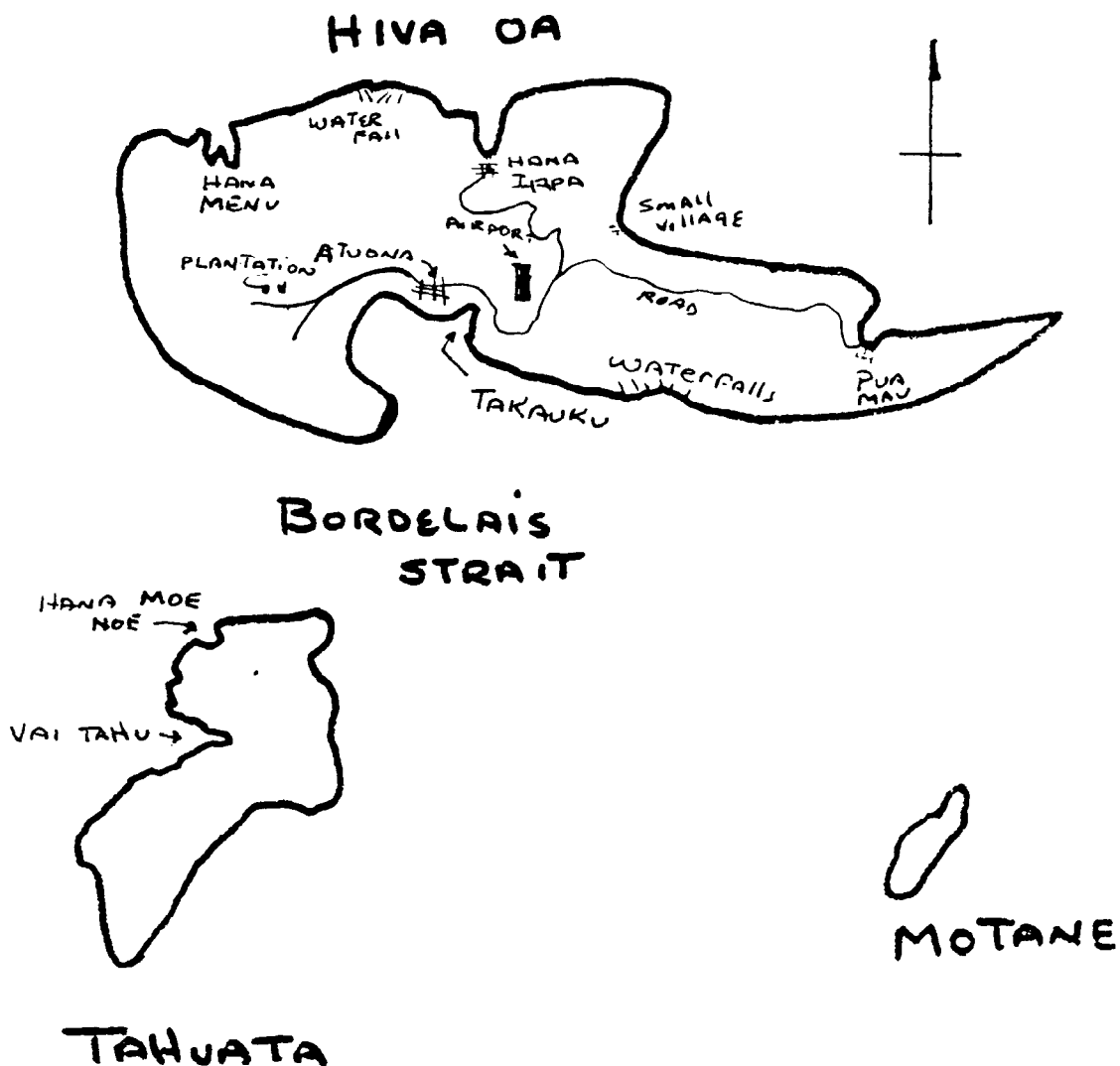
Possible Island Cruising Route: I suggest you make Atuona, Hiva Oa your land-fall. Visit Tahuata then go to Fatu Hiva (DON'T go in westerlies), return to Hiva Oa (Hiva Oa, Fatu Hiva, Tahuata as a variation depending on your wind conditions). Leave Atuona rounding Hiva Oa (easterly or westerly, again, depends on wind) to make the anchorages on the north side of Hiva Oa then go to Ua Huka, Ua Pou and Nuka Hiva. A variation of this is to skip Ua Huka and make Ua Pou then Nuka Hiva. If you use Nuka Hiva as your first port of entry, all the other islands, except for Ua Pou, are usually to windward.

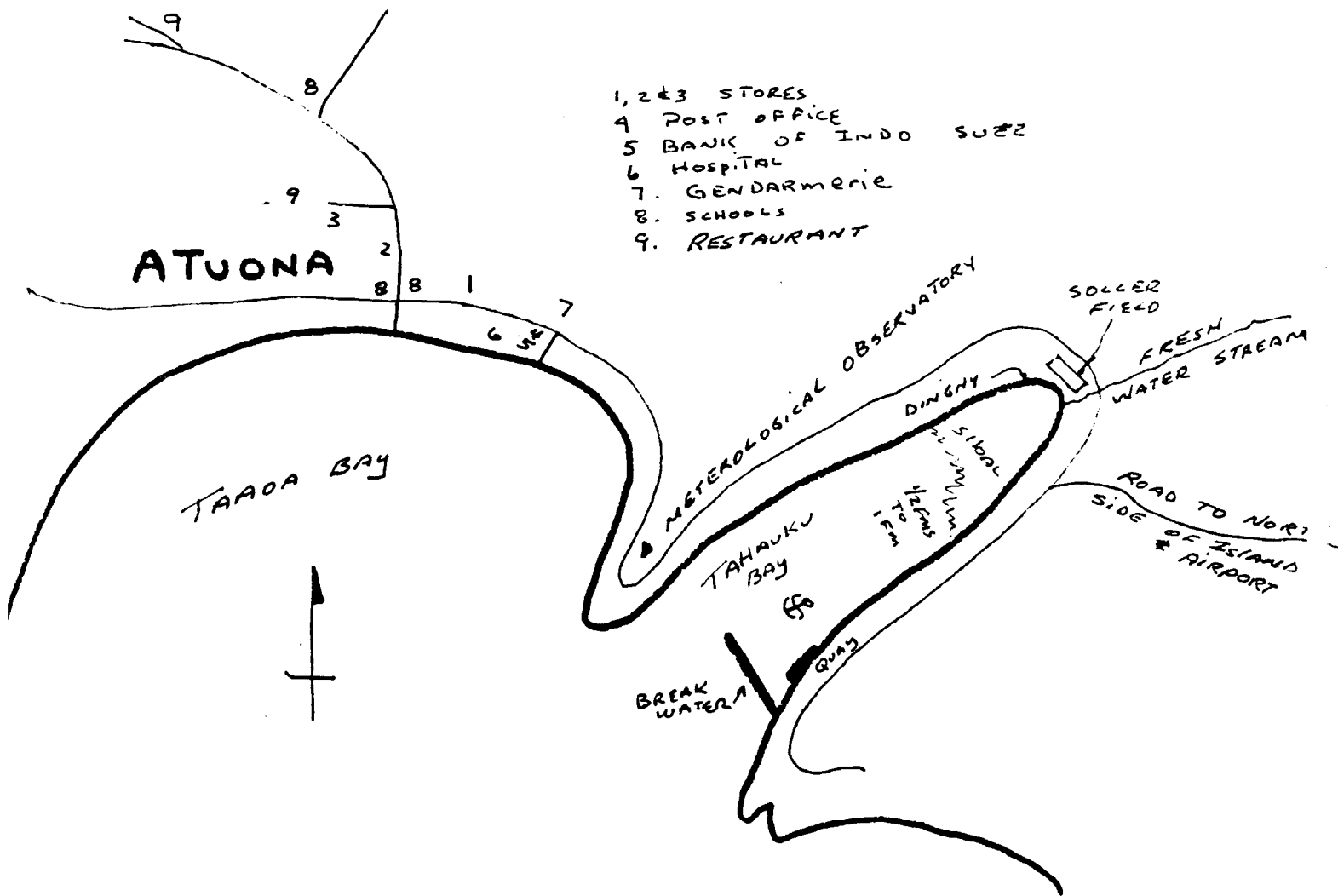
Repairs and Parts: There are no repair facilities in the Marquesas. There is a crane in Taiohae for resteping masts but not for hauling out. There are some outboard parts available but few yacht parts.

Fuel: Fuel can usually be obtained from the local copra boats. In Taiohae you can also find it at Maurice's (store), at the construction yard behind the open air dance floor and at the office of the Marquesan Inter Island Line. The cost is about 10% more than Tahiti.

HIVA OA - DMA Chart 83218 ( 9° 45' south, 139° 0' west): This is the largest and most populous island in the Marquesas with 140 square miles and 5500 people. Like all the Marquesa islands, it has high mountains running east-west 3000+' high. At only seven miles wide, this creates very steep valleys. The main village is Atuona where the gendarmerie and stores are located. The anchorage for Atuona is located approximately 1½ miles west of the village in Tahauku

Bay behind a fairly new breakwater. Use bow and stern anchors, putting your stern towards the head of the bay in about 6½' of water. Your stern anchor will be among rocks and coral with mud bottom, bow will be in mud and sand bottom. The bay shallows out gradually so be very careful when going in. The bottom is always obscured. Wear sandals or tennis shoes when landing on the beach near the stream. Your dinghy will ground 20' or so from dry land depending on the 2' tide. Anchor well away from the breakwater because the local supply and copra ships will anchor parallel to the breakwater and stern tie to the concrete landing. If you see the gendarmes' boat, anchor behind it to the northeast.



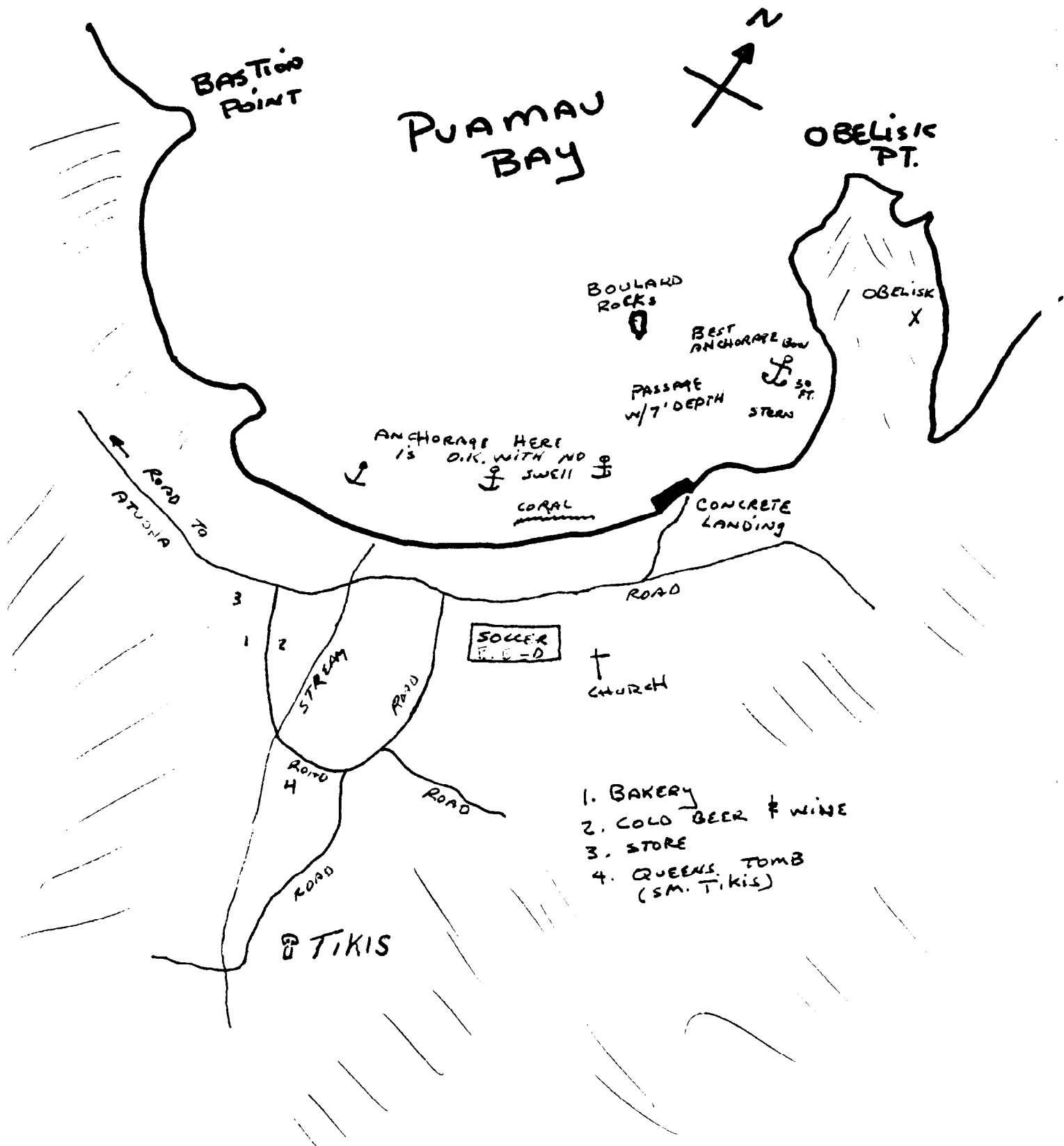


If you arrive after 1600 local time on a Friday and before Monday, you normally must wait until Monday (0700) to check in. However, on the chance that there is someone at the gendarmerie, take your passports and ship documents with you when you go into town. If the stores are open on Sunday, they will probably close at noon. Normal business hours are 0700-1200 and 1400-1700, Monday through Saturday. The post office hours are the same, except they close Saturday at 1200. The bank is a five day a week operation. Be sure to change your money here; the next bank is on Nuka Hiva. The Marquesas use the time meridian of  $142.5^{\circ}$  west, or  $9\frac{1}{2}$  hours slow of Greenwich. The restaurants are open six days a week usually, but that does vary. Reservations for lunch or dinner are generally not needed. On Sunday, the local soccer teams play; another thing of interest to do is to hike east on the road. You may be able to rent a car and driver if you do not plan to anchor at Pua Mau where the largest tikis in French Polynesia are located. The drive is 12 hours over some very rough roads.

The anchorage at Tahauku (I call it Atuona) is the best in the southern Marquesa group for storms. There is bread baked locally and sold at stores there and it is best to place your order the day before you want to pick it up. Remember, the bread is small, 4" diameter and about 2' long. It will last about 1½ days before it goes stale, but I rarely experienced this. My problem was in getting it back to the boat before too many great chunks were gone from it! The New Zealand canned butter keeps forever without refrigeration. If you're a beer drinker, save the bottles for when you get to Tahiti then play the deposit refund game. The people in Atuona are less friendly than the other villages, but are not disagreeable. They see about 200 yachts a year.

Pua Mau Bay - DMA Chart 83218 - This bay has a northern and western exposure and if the swell is running anything but southwest it will be bumpy. The best protected anchorage from the normal eastern swell is approximately two miles from the village. The main attraction to this village is the tikis that are about a mile from the village, hidden in a banana grove. The people here are friendly and they only see about 20 boats a year. Before you harvest any bananas, get permission from the local people. Remember that all the land is generally owned by someone in the village and is passed on to each new generation. This is the second largest village on the island, with a population of about 350.

From the anchorage you row to the concrete copra landing and from there walk into the village. The best anchorage is in the lee of Obelisk Point in about 30' of water with sand bottom. If the wind is northeast to west, the anchorages can become downright dangerous. Landing on the beach in front of the village is then normally a surf ride.



BASTION  
POINT

PUAMAU  
BAY

OBELISK  
PT.

BOULARD  
ROCKS

BEST  
ANCHORAGE

PASSAGE  
W/ 7' DEPTH

30  
FT.  
DEPTH

ANCHORAGE HERE  
IS O.K. WITH NO  
SWELL

CORAL

CONCRETE  
LANDING

ROAD TO  
ATUONA

ROAD

SOLLER  
F.C.D.

CHURCH

STREAM

ROAD

ROAD  
4

ROAD

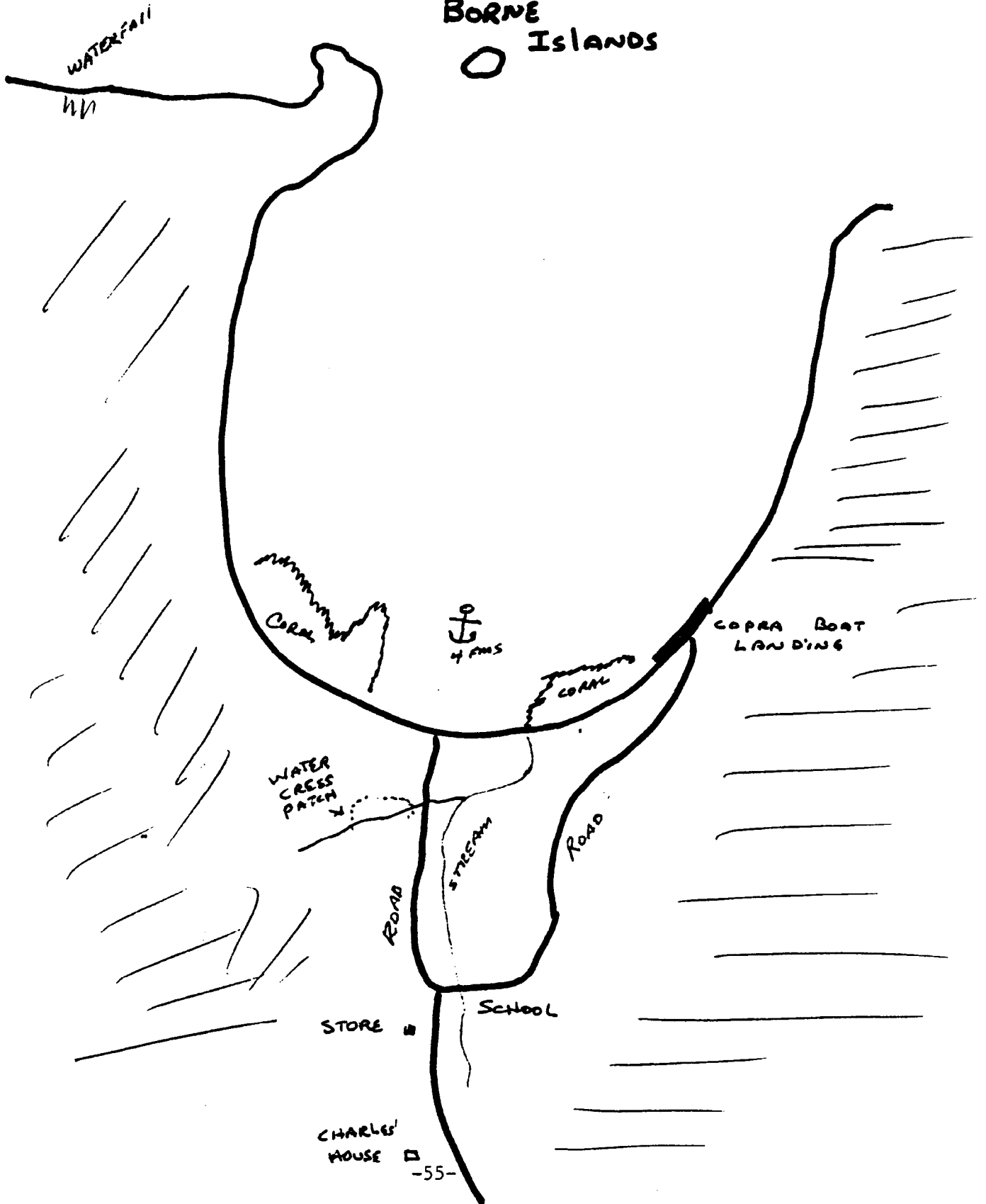
ROAD

TIKIS

1. BAKERY
2. COLD BEER & WINE
3. STORE
4. QUEENS. TOMB  
(SM. TIKIS)

# HANA IAPA

BORNE  
Islands

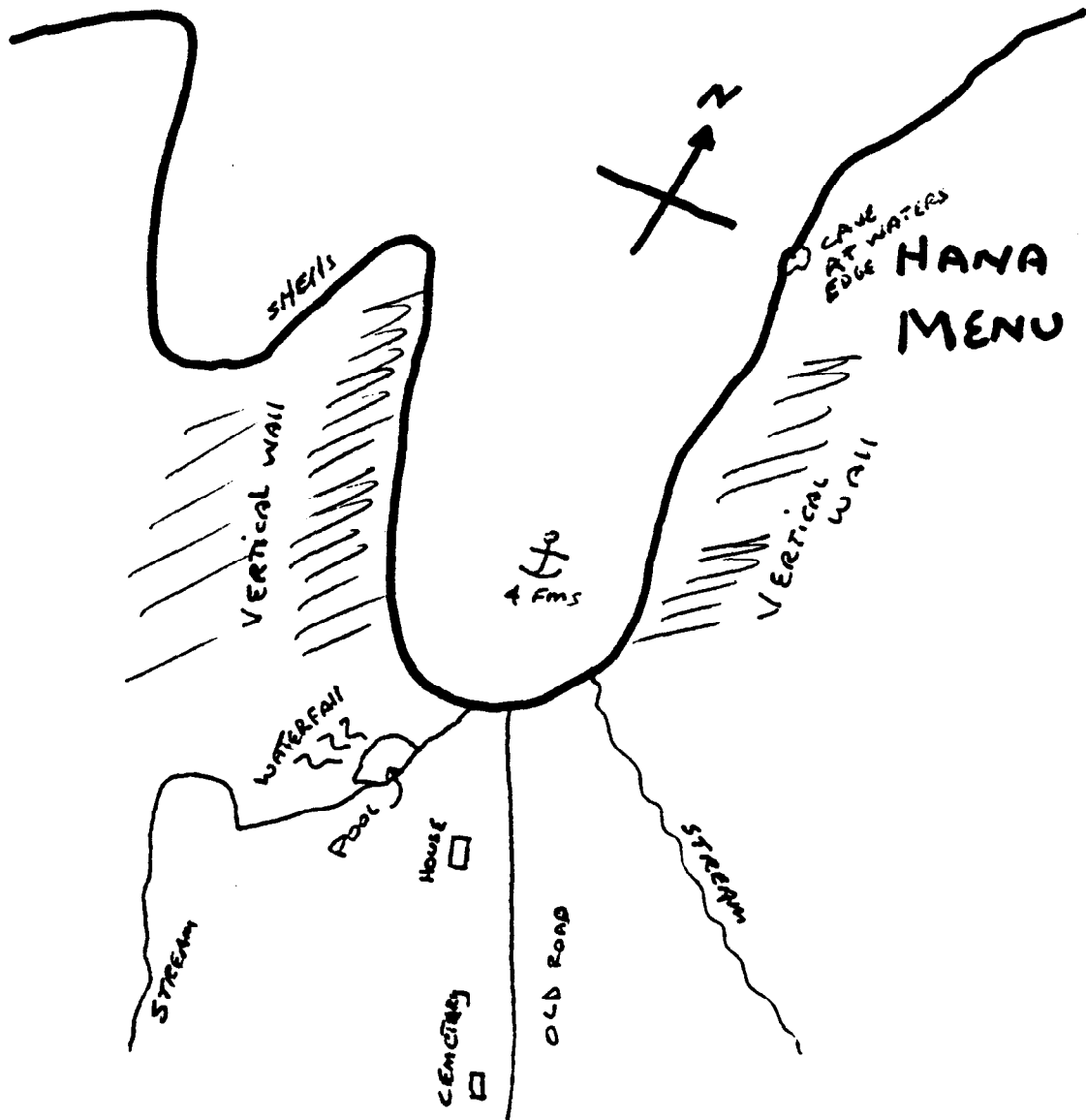




Hana Iapa - DMA Chart 83218: Hana Iapa is the third largest village on Hiva Oa. There is a store but no bakery. At the local school they have a television that shows taped programs, mostly in French, most evenings. There is also a watercress patch enroute to the village from the anchorage. "Charles" is the self-designated yacht club commadore. As with all villages in the Marquesas, there are extensive ruins of old houses and temples; Charles or some other villagers normally love to show these off to visitors. You can mail letters here, but not receive them unless you get a ride with someone going to Atuona for the day. The population is about 110.

The bay can be recognized by the small island (Borne), which has the profile of a man viewing the sea and a woman viewing the bay. There is also a waterfall approximately one mile west of the bay, which comes off the top of the cliff and crashes into the sea. The best anchorage is northeast of a rocky projection at the head of the bay. Between the projection and the concrete landing, favoring the southwest in order to keep off coral near the landing, anchor in four fathoms, bow and stern, bow pointing northwest. The landing is to the right of the stream by the boat shacks. The village is located about  $\frac{1}{2}$  mile up the valley and cannot be seen from the anchorage.

Hana Menu - DMA Chart 83218: This anchorage is located approximately 1.6 miles northeast of the western point of the island and approximately 7 miles west of Hana Iapa. There are two bays; anchor in the eastern arm. The western arm is called Hana Heku and if you dinghy around the point separating the two bays, there are shells in about 20 feet of water on the east side of the bay. There was a village at Hana Menu but it has been uninhabited for several years. From time to time, the family that owns the land lives in the house just inland. There is an old road running to Atuona which is now more like a horse track running through the village. Take a hike up the road and visit some of the old house sites as well as the old cemetery. The star attraction of this anchorage is the waterfall and the pool it forms. Hollywood could not have created a more idyllic setting! Warning: the pool is guarded by some of the largest no-see-ums (measured by their bite) on Hiva Oa. Apply liberal amounts of Cutters before and after you jump into the pool.

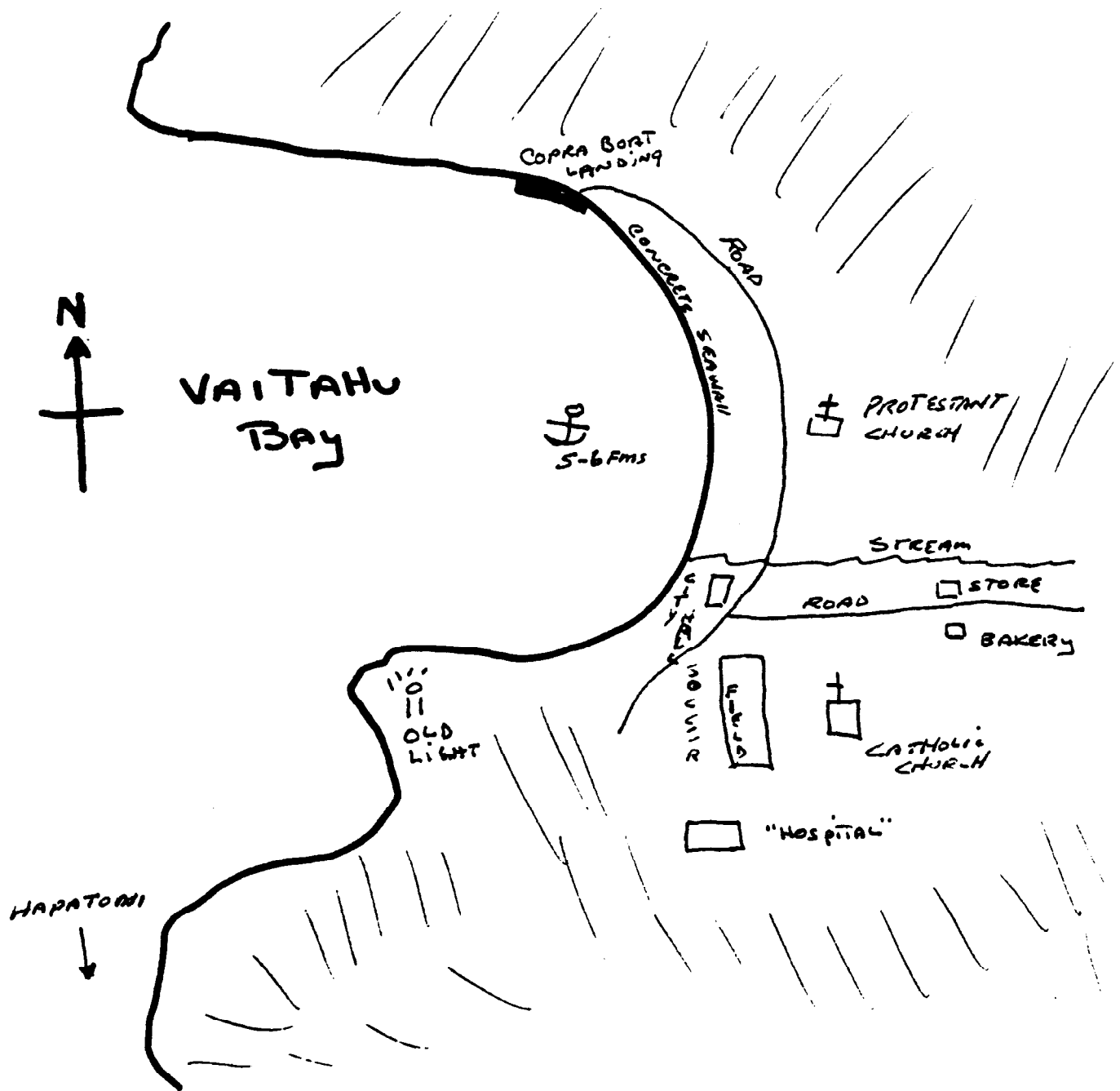


The anchorage is about 200 yards from the sand beach at the head of the bay in  $3\frac{1}{2}$  to 4 fathoms with sand bottom. Anchor bow into the north swell. You can dinghy land anywhere on the beach. There are some fresh water shrimp in the eastern stream.

TAPUATA - DMA Chart 83218 ( 10° south, 139° west): This small island south of Hiva Oa has only one village but there are several other settlements on the island with one or two families. The population is roughly 300, and it has approximately 26 square miles of mountainous terrain. There is one anchorage of sorts, on the east side about half way down the island. A rocky bottom yields fair holding only in westerly winds. Numerous small anchorages on the northwestern end of the island are quite comfortable as long as the wind is northeast to southeast. The anchorage of Hana Moe Noe is picturesque, with fruit trees in the nearby area. There are some off lying dangers on the north part of the island but they are clear to a watchful eye in all but very foul weather.

Vai Tahu (Resolution Bay): This spacious, well-defined bay, open to the west, lies approximately 8½ miles from the Atuona anchorage through the Bordelais Strait and 3 miles from the northern end of Tahuata. Anchor in 5 to 6 fathoms in front of the stream and a little in back of the copra landing. The bottom is rock with sand. Use at least a 5 to 1 scope, a 7 to 1 would be better, all chain. Make sure your anchor is set. The wind may be blowing 15-18 knots on the other side of the island, but it can hit 50 knots, accelerating down the valley behind the village. Anchor about 200 yards from the head of the bay. The church has a recreation building where weekly entertainment includes the best of the 1940 era movies. The cost is about 50¢, bring your own popcorn and a mat to sit on.

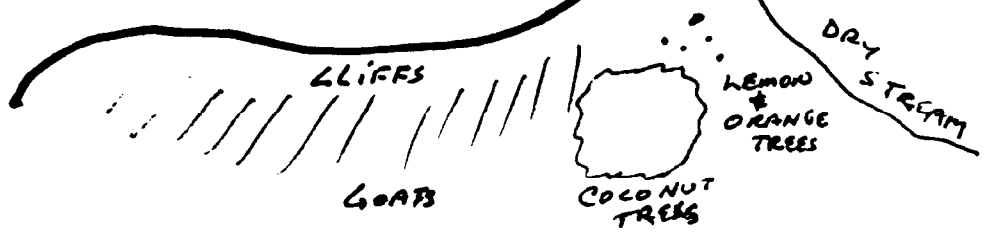
Hana Moe Noe: This anchorage is tricky to distinguish from the other small inlets around the northwestern side of the island. It is located approximately 1½ miles north of Vai Tahu and has a full sand beach with cliffs on either side. The anchorage is in about 2½ fathoms just beyond the rock line on the bottom in excellent sand holding. Dinghy landing any place on the beach is easy. Look for the herd of goats on the hills, and unless there is a family living there, the fruit is free.



Hapatomi: This anchorage is located 2 miles south of Vai Tahu. I had a devil of a time finding a place to anchor in the deep, open bay. There are about three families living along the bay.



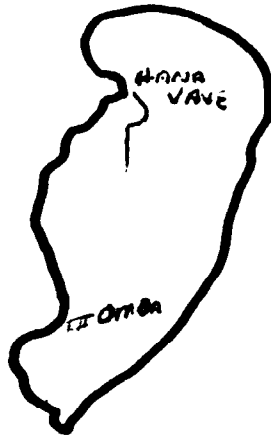
# HANA MOE NOE



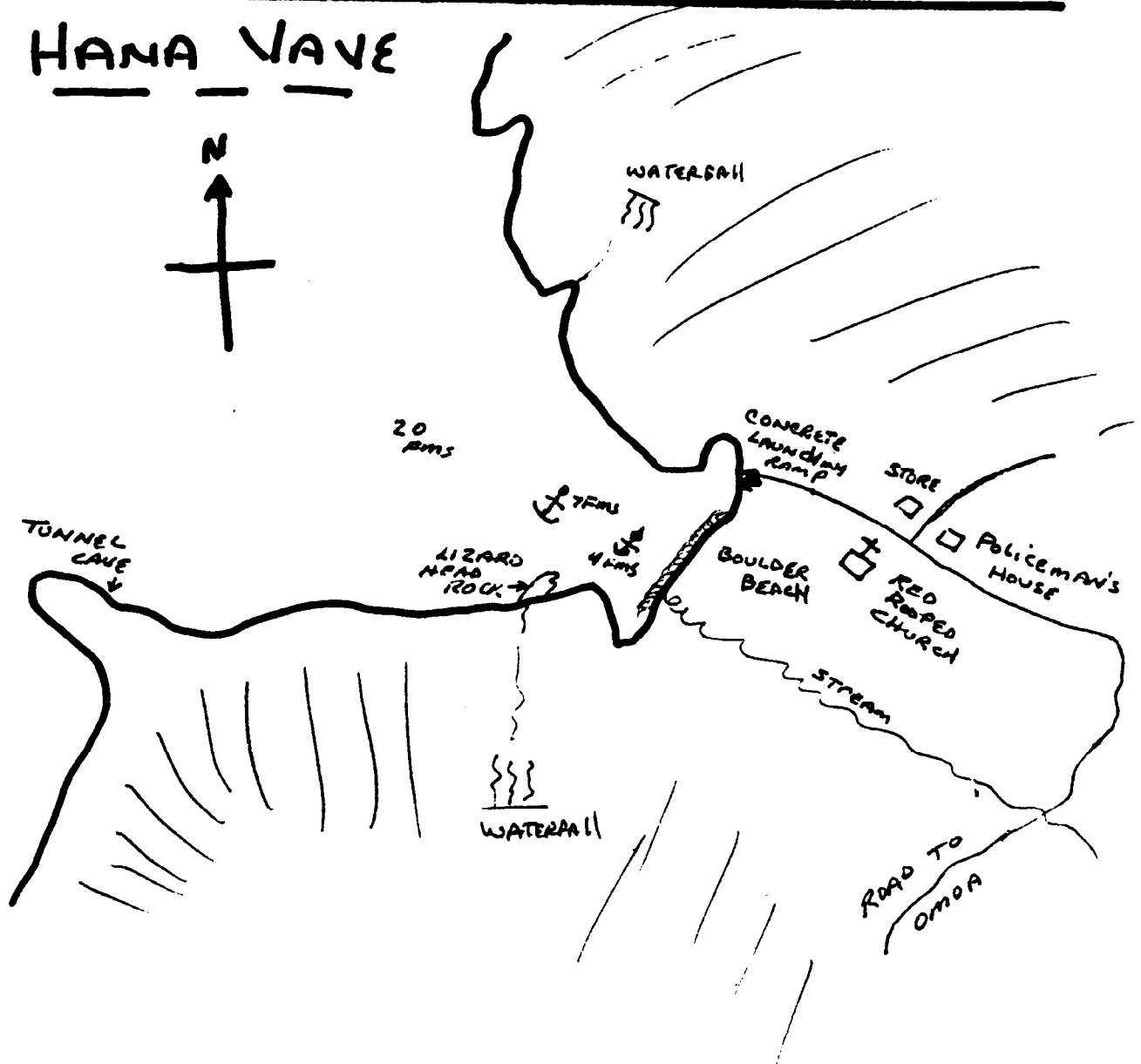
# HAPA TONI



# FATUHIVA



## HANA VAVE



FATU HIVA - Chart 83020(10° 30' south, 138°30' west): This island is the southernmost of the Marquesa group. It runs in a nearly north/south direction and consists of approximately 30 square miles. There are no real anchorages on the eastern side of the island. The only two anchorages that afford protection are on the western side. There are two villages and several settlements; some of these inhabitants still believe in the old taboos, and trading and bartering are common here. These villagers are known for their tapas, cloth made from bark with designs stamped in it. They also export dried bananas wrapped in leaves that look similar to a Mexican tamale. Tradeable items include earrings, bracelets, cassettes, yacht line, nails and other building supplies. They will trade for fruit and tapas.

Hana Vave - This small, deep bay is located about 1½ miles south of the north end of the island on the western side. It is 65 miles southeast of the southern tip of Tahuata. I left Vai Tahu with 15-18 knots of tradewinds blowing. The 65 mile trip took 28 hours, beating the entire way. The next time, I intend to go from Hiva Oa, east of Tahuata and try to make it on one tack. When I came back to Hiva Oa, it was an 8 hour "sleigh ride".

The tiny village at Hana Vave has a very small store but no bakery. The best anchorage is located in sand in 4 fathoms, a bit south of the center of the head of the bay. Further out in the anchorage is rock, coral and sand and the bottom drops off very fast. I was unable to anchor close in the first time I was there and used two bow anchors 60° apart to reduce my swing when the 50 knot gusts blew down the valley and bounced off the canyon walls. There is a waterfall that is located three miles off the road to Omoa. You can't see the top, and the water in the pool at the bottom is usually muddy, but the hike was fun. Ask directions from the local police or other English speaking people.

I was greeted on my arrival there by two young local villagers who insisted I take some pompamoose and papayas they offered. After receiving their gift, I invited them aboard for some coffee or Kool-aide (no ice) but they didn't want either.....just 50' of jib sheet. When they understood that I was not going to give them any of my sheets or lines, they became very angry

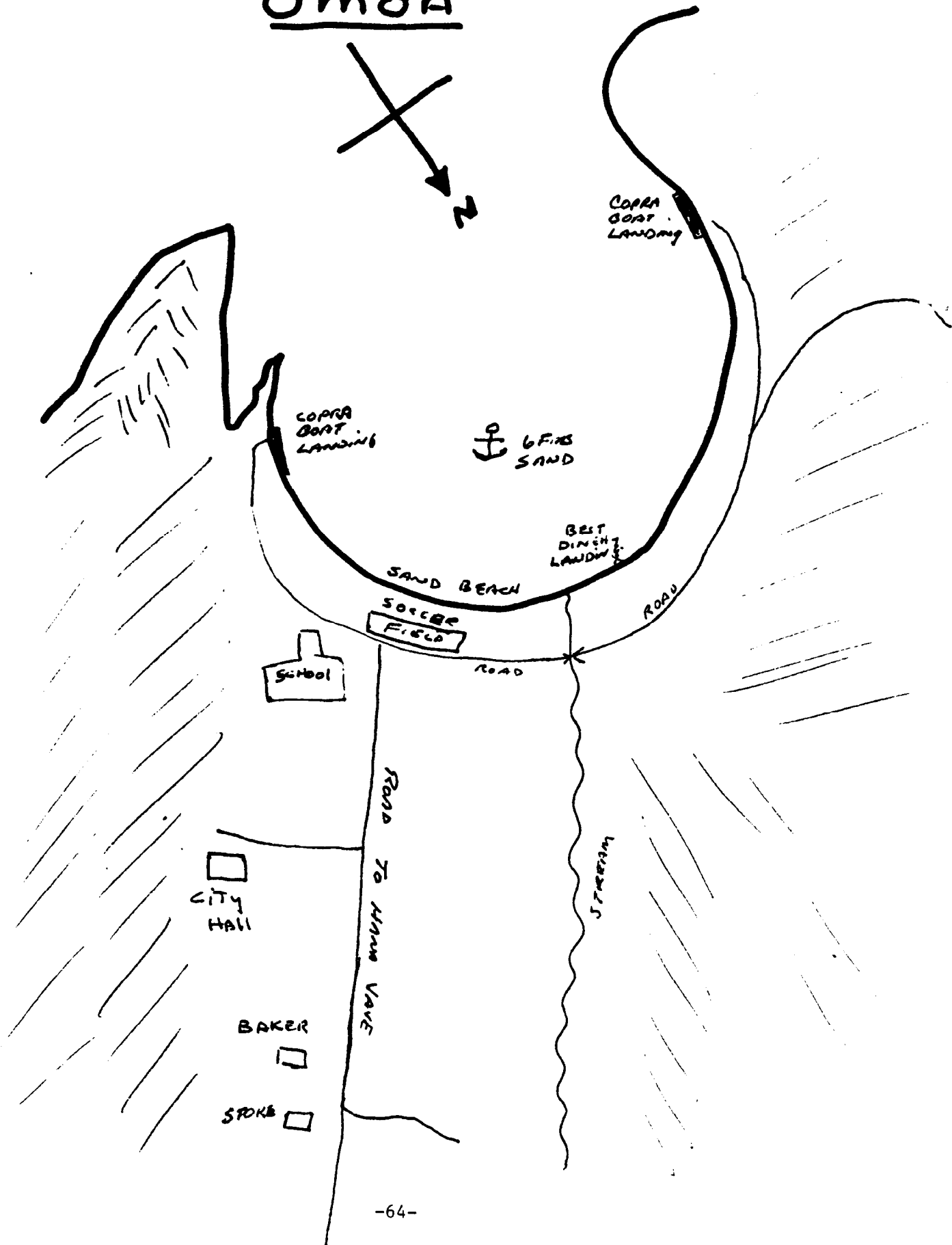
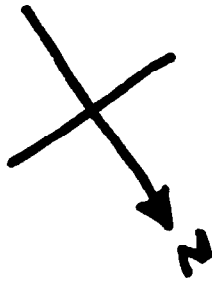
and threw several of the pompamoose in the water, leaving indignantly. I found out from other yachties that this was not an isolated case. After hearing so much about this village, I was very disappointed.

Land your dinghy on the concrete launching ramp that is partly obscured from the anchorage. Be sure to check in with the local village gendarme. He lives in the house in the center of the village on the northeast corner. I just showed him my passport and told him the name of my boat. This procedure is not required but seems very much appreciated by the locals. It gives them something more to do in their "official " capacity. In fact, I made a point of doing this in every village I visited in the Marquesas and the Tuamotus and found the very little effort it cost me paid me back in spades. the population here is about 100, plus or minus a few.

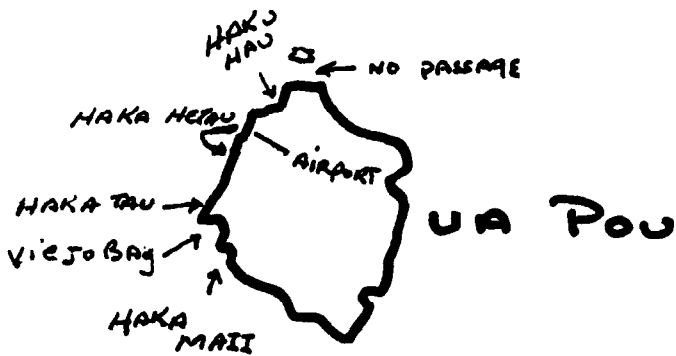
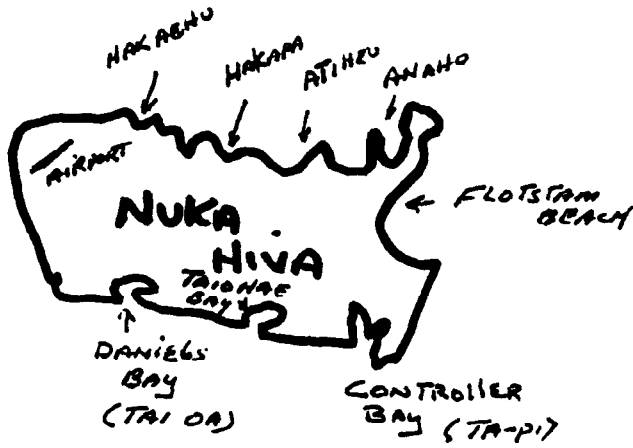
Omoa: This open bay is located about 3 miles south of Hana Vave and less than 1 mile north of the southern end of the island. The anchorage has excellent holding in 6 fathoms, sand bottom. It does experience swells rounding the southern end of the islands but does not get the fierce 50 knot gusts that Hana Vave does. The village is in a wide valley, the widest in the Marquesas, and is the main village of the island. There are two or three stores, a bakery, a 'city' hall with TV and movies, a large school and the most friendly people in the southern Marquesas. The local policeman is also the village baker. He starts at about 8 AM and by 11AM a crowd is always at hand to pick up the fresh, HOT bread. I spent a delightful day in the village and at the bakery and then took several more days to explore the surrounding area on foot. The bread there is normally baked on Monday, Wednesday and Friday. The only real problem is landing with your dinghy on the beach. I used my Avon with some luck which means I didn't swamp it EVERY time, but found the hard dinghy to be the best ( only swamped it once!). The population here is approximately 250.



# OMOA



NORTHERN GROUP - MARQUESAS



FATU  
HUKA ☹️



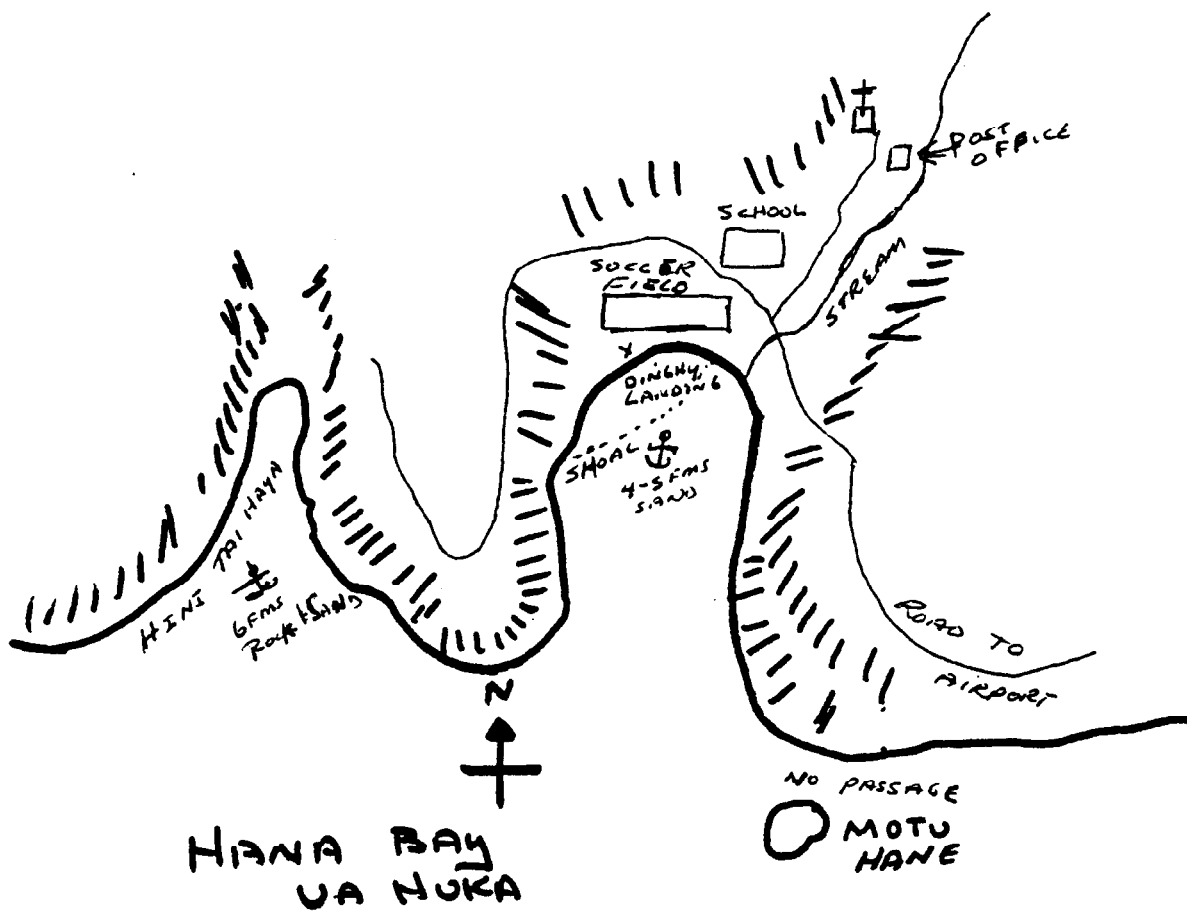
FATU HUKA: Located just north of the eastern end of Hiva Oa, Fatu Huka is nothing but a pillar rock in the middle of a lot of water. There are no off-lying dangers, but many sailors have gone too close... they just forgot it was there!

UA HUKA: This is the island of wild horses, although many of the islands have wild horses. It has a large central plain where the horses run. The island runs east and west with only four known anchorages on it. Two of these I have not visited, but the following information was gained from other yachties who did visit there. There is an anchorage located on the northeast coast of Ua Huka and another one with south to southeast protection on the east coast.

Hana Bay: This anchorage is located on the southern coast approximately halfway between the southwest and southeast points of Ua Huka. It can be identified by the large loaf-like rock at its eastern side. This rock is called Motu Hane. There is a passage between Motu Hane and the island, however, I did not use it and would not suggest it be tried. Make the anchorage going due north. The bay is open and clear of obstructions on either side except at its head. There is a sandbar extending out in the northwestern portion of the head of the bay. I recommend bow and stern anchoring as close to center or a bit east of center as possible. The bay shoals out the last  $\frac{1}{4}$  mile on all quadrants. The holding is excellent. I spent two days here, and when increasing swells entered the bay, it took me an hour to get the anchor off the bottom, even with the rode straight up and down!

Two stores and a post office are located approximately  $\frac{1}{2}$  mile inland from the dinghy landing. There is also an airport with weekly flights to Nuka Hiva and Tahiti. When approaching the anchorage, you can see the soccer field and the ever present red roofed church. A water spigot is available on the beach near the dinghy landing. Look for where the local people pull their boats up. If the wind shifts to south, I suggest you head

for Nuka Hiva or Ua Pou. The anchorage just west of Hana Bay is secluded but open to the trades even more than Hana Bay. There are a few families living here and they enjoy visiting yachties. Less than 10% of the boats that get to the Marquesas come to Ua Huka; the reception is usually more open and friendly. The population of the island is approximately 350.



NUKA HIVA - DMA Chart 83207 (9° south - 140° west): This island is where the administrative head of the Marquesas resides. It has the largest village in the group with a population of approximately 800 people and the total island population is near 3,000. It also offers the best protected anchorage in the Marquesas (Daniels Bay-Tai Oa Bay). Arriving and departing by plane is an experience that will be remembered for years. The airport is located on the northwestern plateau of the island. Access is via small boat, mostly in open seas, and then a jeep (a total of 20 miles). The island contains many secluded anchorages and offers protection in everything but gale force winds. Except for the three anchorages on the south side, the people are extremely friendly to yachties. Natives in the southern anchorages are not hostile, they've just been exposed to too many cruisers and generally ignore them.

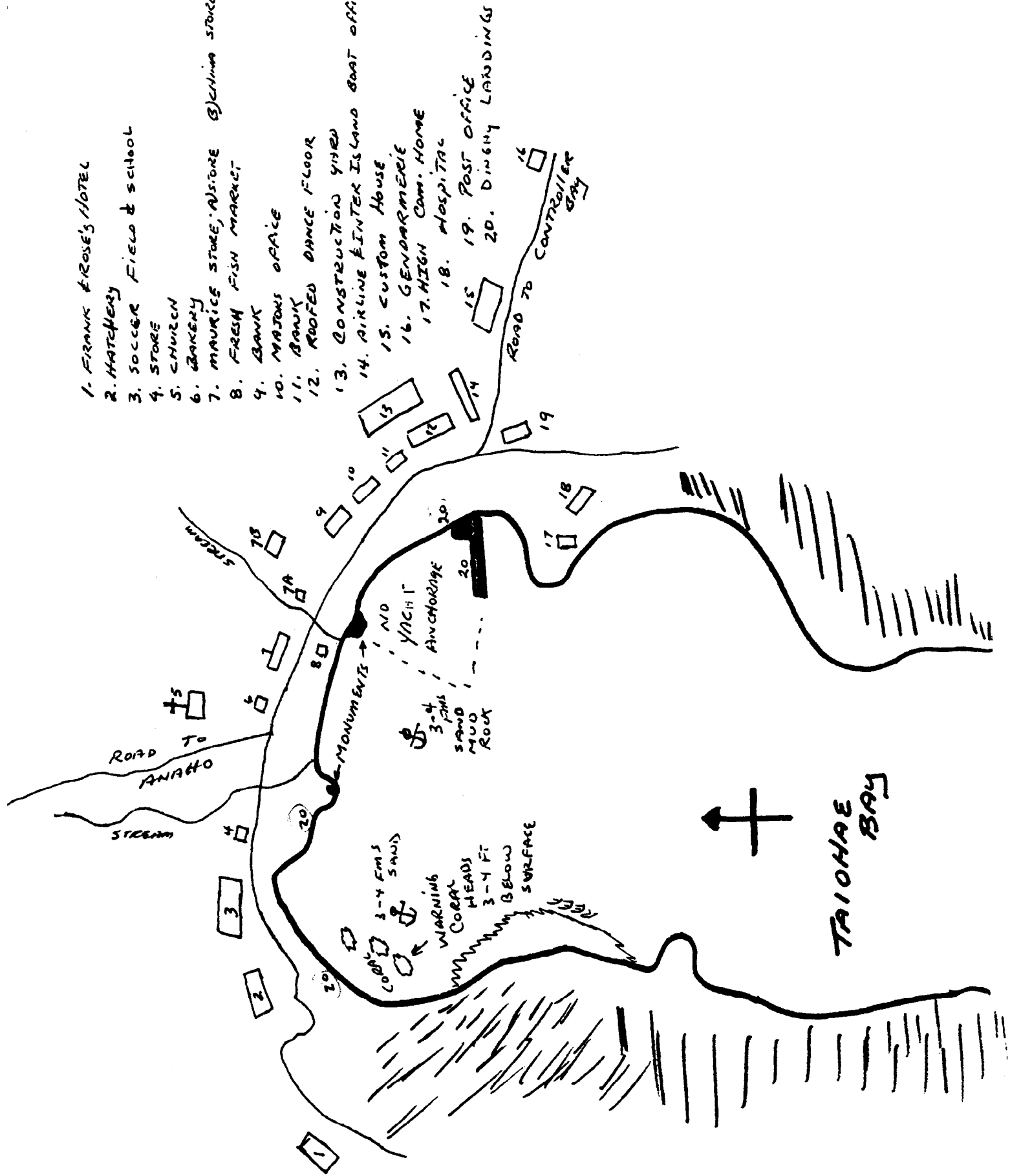
Nuka Hiva is wider than it is long and is about 110 square miles with 2500' - 3900' peaks in the center. It supports several waterfalls, including one up the valley of Daniel's Bay which is said to be the second highest in the world. I made the trek to the bottom of this one and was disappointed because you never really get a view of even 10% of the falls. To hike there just follow the river for two miles and it leads up to it. It's generally a wet and muddy climb and watch out for the no-see-ums. This island offers more "yachtie attractions" and points of interest than any place in the Marquesas. Some of them are as follows:

|  |                                    |
|--|------------------------------------|
| Waterfall - Daniels Bay                  | No-see-ums - Almost everywhere,    |
| Catholic Church* - Taiohae (Haka Pehi)   | especially the South Coast         |
| The Wood Carvers - 3 in Taiohae          | Fuel - Taiohae                     |
| Wood Carver - Daniel in Daniels Bay      | Gas fueled bakery - Taiohae        |
| Wood Carver - Controleur Bay at Haka Paa | Post Office - Taiohae              |
| Melvilles Taiapi Valley - Controleur Bay | Stores - Four in Taiohae           |
| head of Houmi anchorage                  | Port of Entry - Taiohae            |
| Fresh Fish Market - Taiohae (Haka Pehi)  |                                    |
| French-American Restaurant - Frank &     |                                    |
| Rose Corsairs' Hotel - Taiohae           |                                    |
| A Scavenger Beach - Hatautua Bay         |                                    |
| (Northeast Coast)                        | *Modern and beautiful-no red roof. |

Taiohae (Nuka Hiva): This actually was one of my least favorite places in the Marquesas (Hana Vave, Fatu Hiva took bottom prize). I enjoy getting to know local people but is difficult here. More cruising boats come here than any other port and many seem to get stuck here. The chief administrator resides in Taiohae, so it is more under the French influence. The anchorage is indifferent with its southern exposure. It's a long row to shore with some of the dinghy landings through coral rock. Fuel can be purchased from Maurice, at the Inter Island Boat Company, the construction yard or direct from the copra boats. Fresh eggs are generally available from the stores or the hatchery. You can buy provisions from the four stores but check out the prices because they vary 10 to 20%. WARNING - for two years (1981-82) the local water was considered marginally safe due to high bacterial count. If you need water, check with Frank or Rose and be sure to treat with Clorox bleach. There is a branch of Indo Suez Bank as well as the Bank of Tahiti. Other than Hiva Oa and Rangiroa, it is the only place east of Tahiti exchange money.

As in most other places in the Marquesas, I anchored fore and aft and was much more comfortable than the poor souls who were on one hook. Be sure you anchor to the west of the eastern-most monument (see sketch). The anchorage in the western side near the hotel is much more comfortable with more sand than mud and less swell. The western anchorage is further from town but easier to land your dinghy. Permission can be obtained from the gendarmerie: to either tie up or Tahiti moor to the quay. This is helpful when fueling, taking on heavy provisions and water (if okay). Also, if you have repairs to your engine and are using the services of the "Construction Company", they almost insist on it.

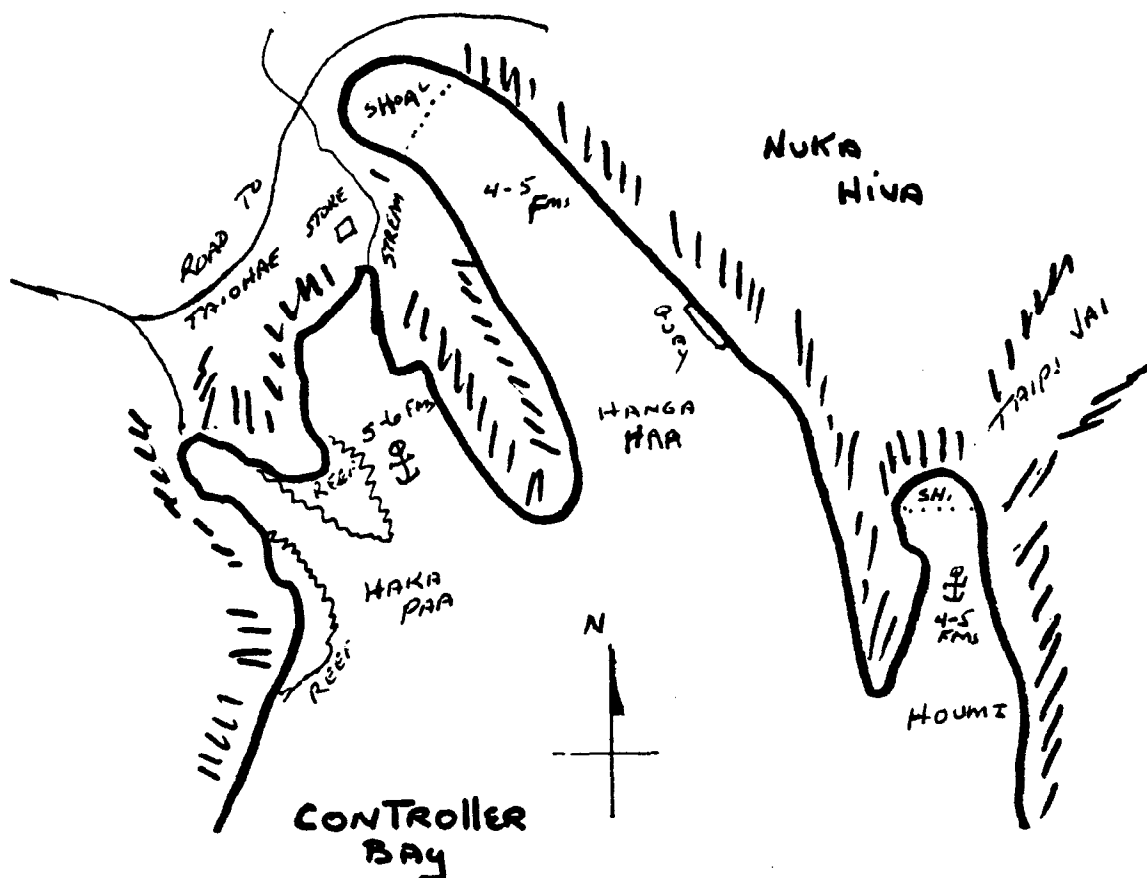
1. FRANK & ROSE'S HOTEL
2. HATCHERY
3. SOCCER FIELD & SCHOOL
4. STORE
5. CHURCH
6. BAKERY
7. MAURICE STORE, ALSTONE SKINNING STORE
8. FRESH FISH MARKET
9. BANK
10. MAJORS OFFICE
11. BANK
12. ROOFED DANCE FLOOR
13. CONSTRUCTION YARD
14. AIRLINE & INTER ISLAND BOAT OFFICE
15. CUSTOM HOUSE
16. GENDARMERIE
17. HIGH COM. HOME
18. HOSPITAL
19. POST OFFICE
20. DINGHY LANDINGS



Controller Bay:

This bay consists of three fingers, all exposed to south winds and swells. Houmi Bay is less exposed to the trades and is close to Taipi Valley but it's a long hike. In any of the anchorages you'll be subjected to strong gusts of wind coming out of the valleys at times. Houmi: Anchor in 4-5 fathoms near the head of the bay in rock, mud and sand. The dinghy landing is in the north-northeast section of the head. The locals will supply fresh fruit if available. Hanga Haa: Located between Houmi and Haka Paa, this section extends about 3/4 of a mile further north than the other two. I have tied up to the copra wharf located about half way up the bay on the eastern shore. Anchorage is further in toward the head in 3-5 fathoms of mud and sand. The bay shoals out rapidly at its head.

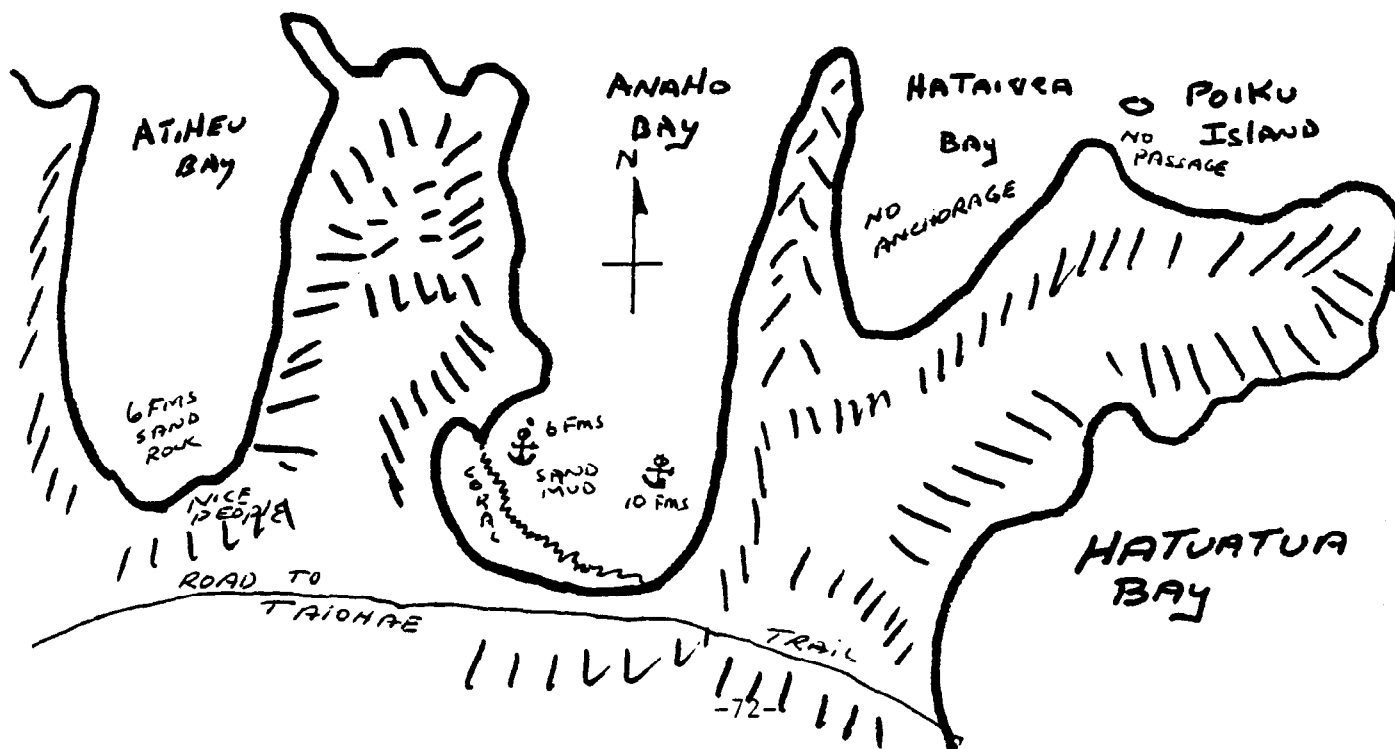
Haka Paa: The western most bay is more open but I enjoyed the people more. You can also hitch-hike into Taiohae easier from here. There is a store here but its future appeared to be in jeopardy, so I wouldn't count on it.





Hatuatua: This bay is located on the east coast and exposed to all swells from the north through south. The anchorage (if that is what you call it) is very steep but has good sand holding. I came by here twice and passed it both times. An hour hike from Anaho Bay will give you access to its great scavenger beach.

Anaho Bay: This is the second southerly running bay on the eastern end of the north coast. I've never tried the first one, Hataivea, but talked to another boat that experienced swells rounding Cape Atupa Atua (Adam and Eve). The people here will adopt you, especially some of the older teenagers. They see few yachties and the ones they meet they generally love. The bay is protected by 1000-2000' mountains but it is still subject to heavy wind gusts from the southeast. If a swell starts to enter the bay, check your weather because this is not common. This is the so-called "dry side" and the terrain looks like it. They only get about 50% of the rain that hits Taiohae. Anchorage can be made anywhere in the southern portion but my favorite is tucked south and close to the point called Mesange. Just be sure to locate the extensive coral reefs that line the entire south western edge of this anchorage. The bay is approximately 1½ miles deep by ½ mile wide.

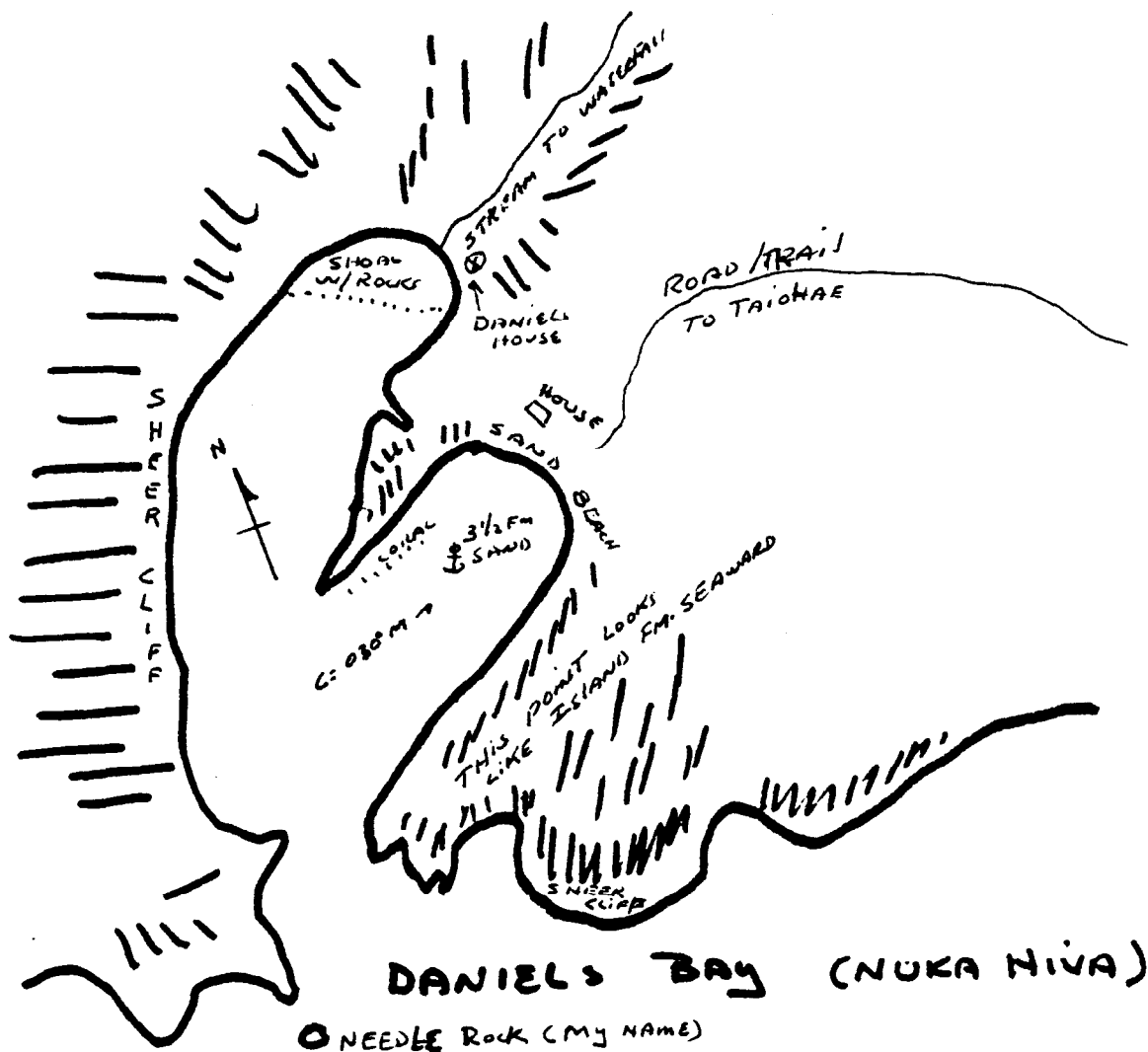


Atihau Bay: I found good protection and very nice people here. My stay was short, as I didn't have enough time to make every anchorage on this side. This anchorage has sand with some rocks on the bottom.

Hakapa Bay: Approximately 4=3/4 miles west of Cape Atupa Atua (Adam and Eve). I didn't anchor here but anchorage has a large grove of coconuts and a sloping sandy beach so I wouldn't hesitate to try it.

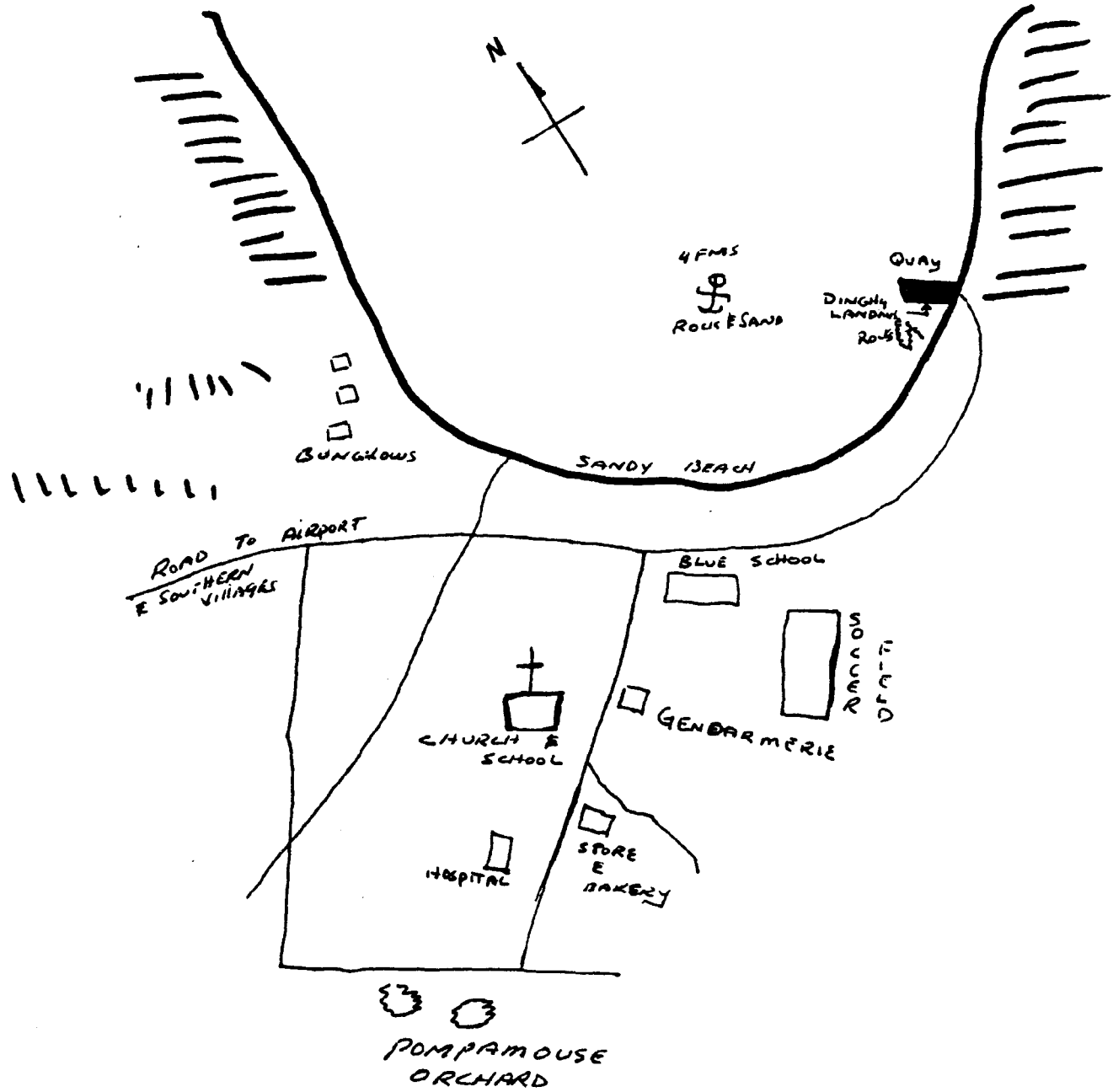
Hapa Pani - Haka Ehu - Motuhee: I have not anchored in any of these but talked to boats that have. They enjoyed the area and found it drier than any place on Nuka Hiva. I talked with a boat anchored at Haka Ehu while I was in Taiohae (via ham radio) and we had been experiencing a downpour for five hours and they had sun and no rain.

Daniels Bay (Tai Oa Bay): I have been in this bay four times and had a hard time locating it due to rain squalls twice. In my opinion, DMA Chart 83207 does not correctly depict the shape of the bay, consequently my sketch of it is a bit different. As noted on the chart, it was done from a French survey in 1881. From the information I received from other yachties, the bay was named for the local woodcarver who from time to time decides he'd rather fish than carve. The bay has two arms: one curves a bit west of north and shoals at its head; the other curves northeastward and has a sandy beach at its head. The whole western side of the bay has a perpendicular rock wall of approximately 1,300 feet. The wall terminates in the north at a narrow valley that has a rolling stream fed by the waterfall that some say is the second highest in the world approximately 2,200'. Daniel lives by this stream. The entrance is fairly narrow (300 yards) and with the high walls on the west, the narrow opening on the south and 500 foot hills on the east, it makes for a fairly secure storm anchorage. Anchor in 4 fathoms, sand and coral bottom, in the northeast arm. This anchorage will certainly give you more protection from the seas than Taiohae Bay. There are no stores, just a few scattered houses. A trail/road does go into Taiohae.



UA POU: I have saved my favorite island for last. The island has been described as the Disneyland of the South Pacific. In the center there are basalt pillars that rise out of the surrounding mountains, majestic and mysterious. The island is diamond shaped and covers about 30 square miles with the land on all sides sloping up to a 4,000' peak in the center. Due to the shape of the island, swells are felt in all anchorages but the least felt on the northwest coast. There are two or three open bays on the eastern side but no anchorages. The holding is basically rock and large swells hit the area. If a westerly wind comes in, run for Nuka Hiva. There are several anchorages on the western side. Many of these don't look good offshore but really are, and have good to excellent holding. Do not attempt to go between

# HAKU HAU UA POU



the several off-lying rocks and islands without local knowledge. There is an airport located on the northwestern shore. I have never flown into it but it must be an invigorating experience. The runway starts at an elevation of 20 feet approximately 100 feet inland and runs uphill with a dog leg at the end. There is no room for pilot error. There are daily flights to Nuka Hiva. The island's population is about 1,500.

Haka Hau is the main village of the island. There is a gendarmerie here so if you anchor in the bay, and go ashore, be sure to take your passports and boat papers with you. If you do not anchor here, it is possible that the gendarmes will find you in your anchorage and check your papers. I have not heard of the gendarmes getting upset if you do not check in here, but make sure the island is listed on your itinerary (which I refer to as your boat passport) green card. There are several stores, a bakery, high school, Catholic church (same designer or architect as in Taiohae), and a 12-bed hospital with at least one doctor on duty. There is also a pompamoose orchard that sells them for 25¢ each. The anchorage is located on the western side of the northern point and is subject to a fairly uncomfortable swell (even with bow and stern). The bottom is also filled with coral and rocks on sand. I've anchored here three different times and always had to anchor at least twice before I could set the anchor well. I've known several yachts that dragged around the anchorage all night. The best dinghy landing is in a little cove made by the quay and rocks. Try the beach landing but be prepared to get wet. I did!

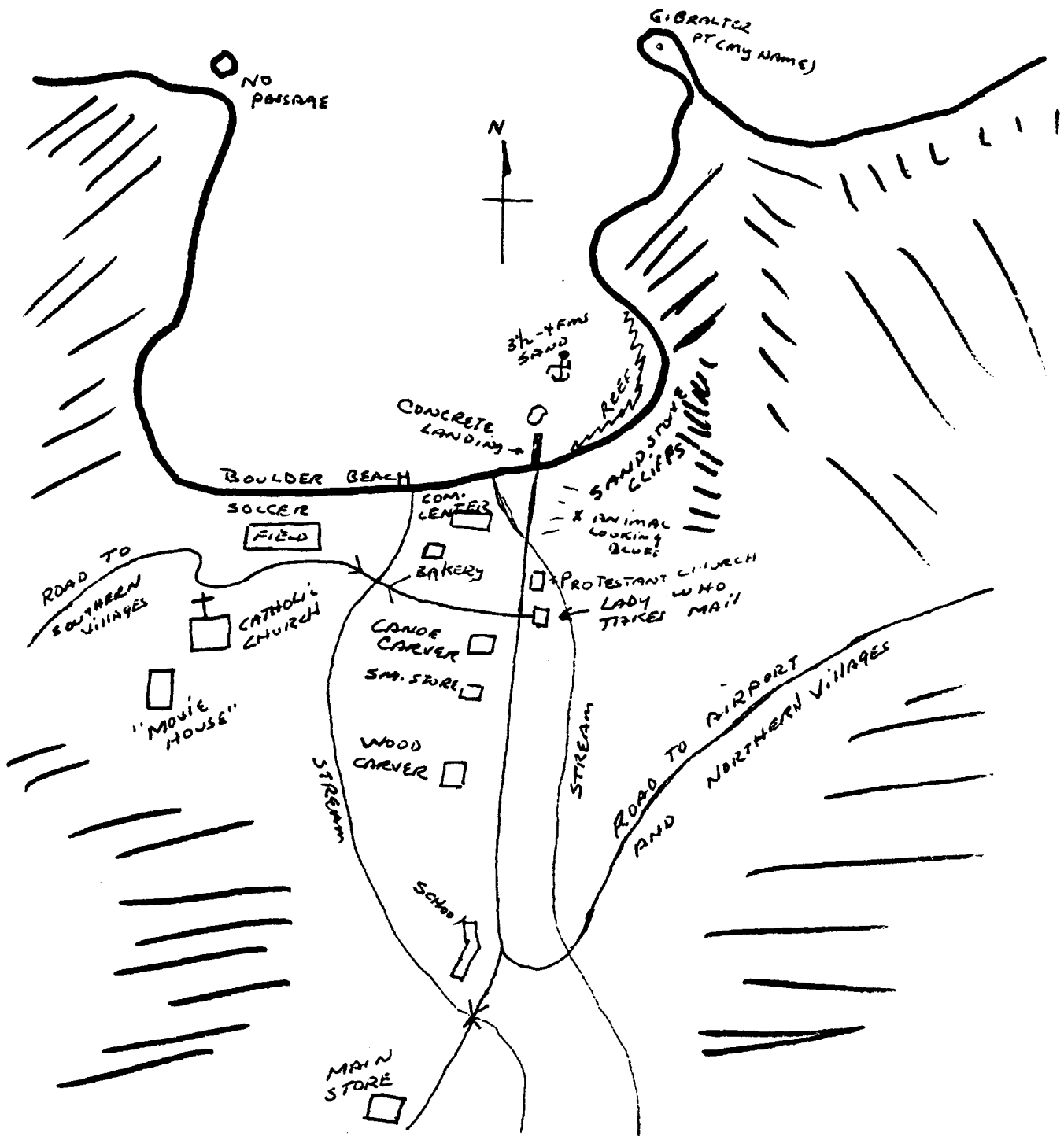
Haka Hetau is a lovely village located approximately twelve miles southwest of Haka Hau on the western side. If you are coming in from the south, it is located about 4 miles north of Viejo Point, which is the westernmost point. There is fresh water, two stores (very small), movies once a week (if a plane arrives), a bakery of sorts and extremely lovely people. I spent longer there than I anticipated due to a case of pneumonia that kept me in the anchorage for six weeks with many day sails and overnight trips in between. My doctor was 200-600 miles away but had a ham radio.

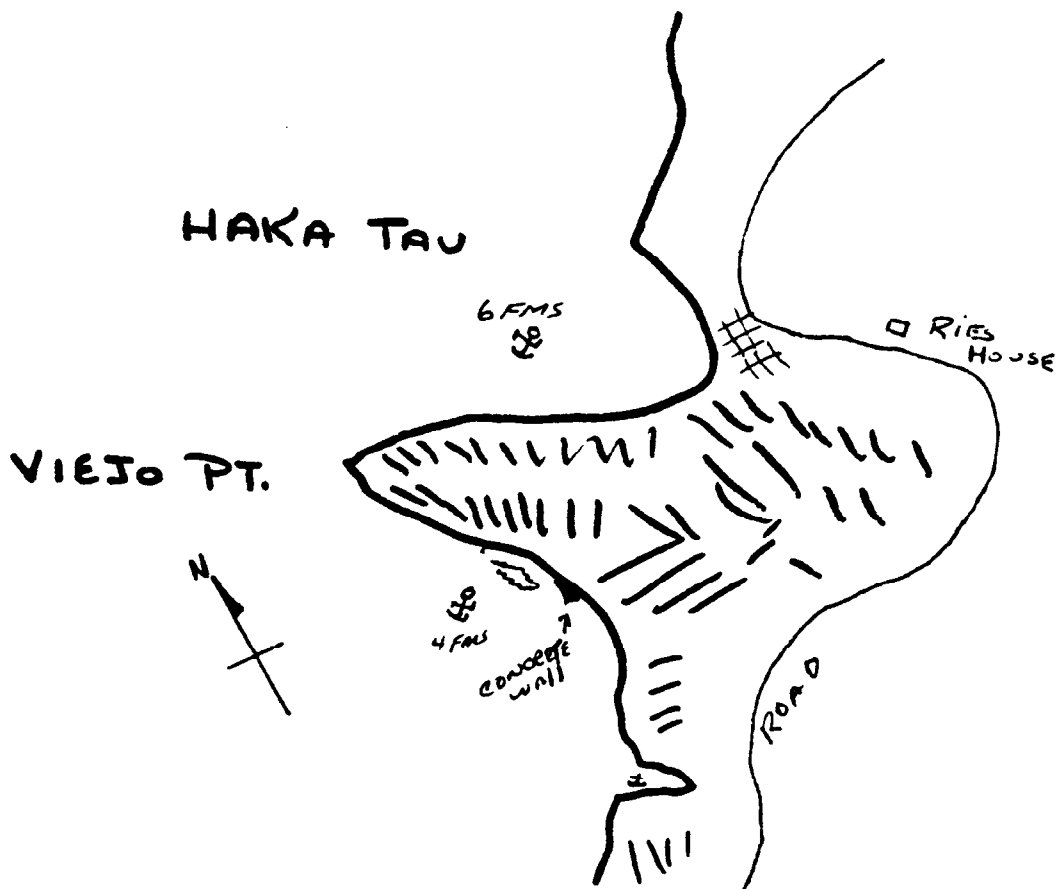
The lady that bakes bread does so in between raising 16 children. She

also has 4 grandchildren. Her husband is the Protestant minister. She bakes large loaves in a woodfired oven on Monday, Wednesday and Friday. It is best to order the day before. The anchorage is to the east of the little island that is located at the end of the concrete landing, fairly tight up against the east shore (cliffs). Drop your stern anchor with your boat lined up with the two animal-looking rocks on the bluff to the east of the landing and run up towards the eastern point of the bay (looks like a mini-Gibraltar), dropping your bow anchor in 3½ fathoms of sand. The approximate bearing on the animal rocks is 155° M and your course out is approximately 335° M. If you do not wish to anchor in this manner, anchor a bit more to the west but not westward of the community center, which except for the Church is the most prominent building from off shore (it was blue in 1981/82). Do not attempt to anchor off the beach westward of the community center because the bottom is just like the shore, head-size boulders. Land your dinghy eastward of the concrete landing and pull it up due to surge.

Viejo Point anchorages: I have anchored both sides of the Point and each has advantages. You can anchor in 6 fathoms of sand bottom off Haka Tau (Ries Village) and have a roly anchorage fairly far out with a surge when landing the dinghy. Or, you can anchor in 4 fathoms in the lee of the Point and walk about two miles over the hill to Haka Tau. The village has a sometimes bread bakery and "Rie", the wood carver. Rie (pronounced Ree) makes what is called a banjo but we would call it a ukelele, costing anywhere from \$15 to \$25. The very small inlet about half a mile south of the point has two families living in it. The older lady would like aspirin for her arthritis ( I promised her I would write this request in a book). The anchorage is fair in 5-6 fathoms, bow and stern.

# HAKA HETAU UA POU

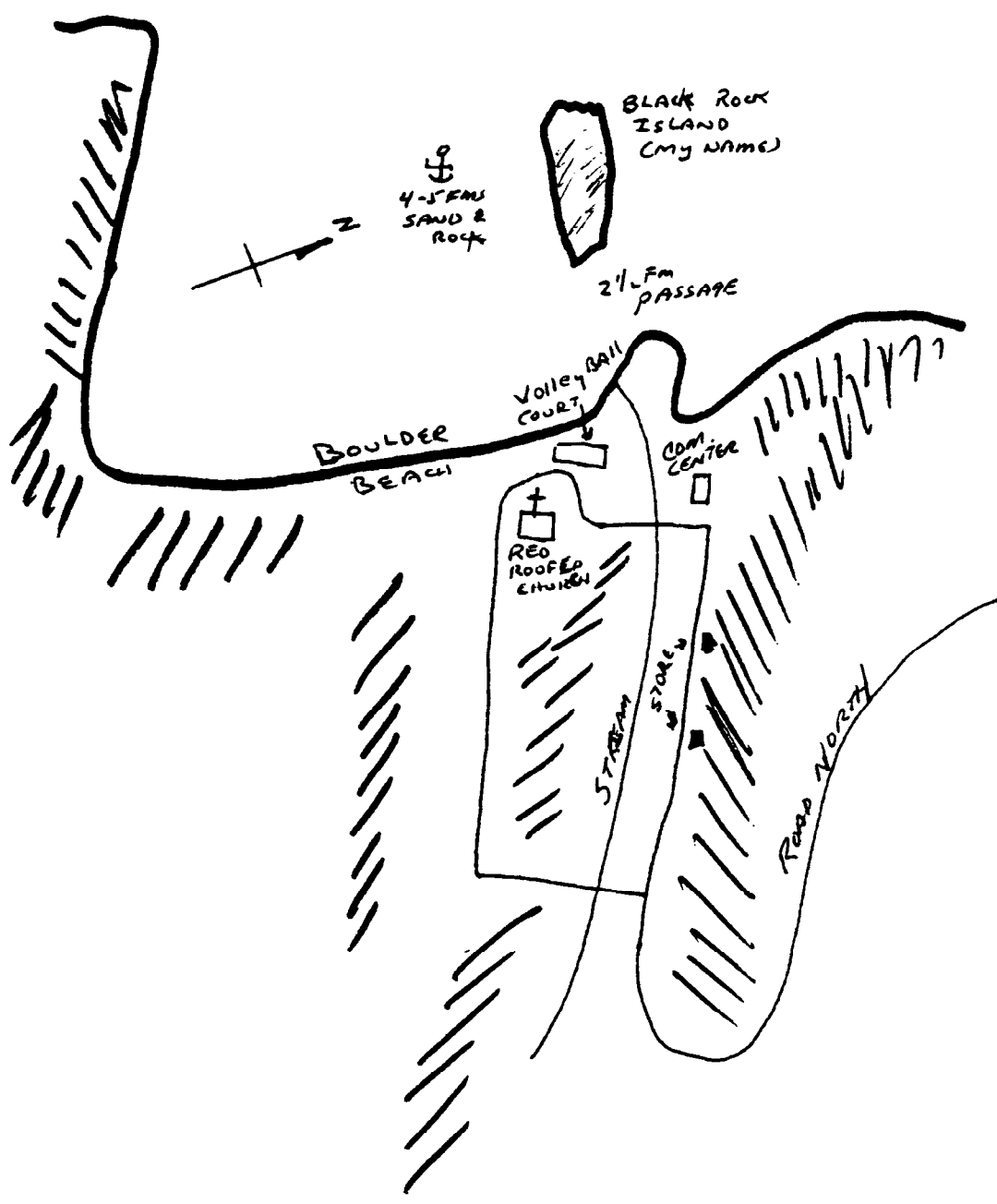




Haku Maii is located 3-4 miles south of Viejo Point and about 2 miles north of the southern point. It is a fairly open anchorage but some relief from the swells can be had in the lee of a small rock island just off the anchorage. The bottom is sand, contrary to what the shore is like (huge boulders). When landing your dinghy, wait for a swell to carry you up on the rocks and when it recedes, you're high and dry. There is a 2½ fathom passage between Black Rock Island (my name for it) and shore, but I would not suggest you attempt the passage unless you can see the bottom. The village is unique in that it is in a very narrow valley, almost a ravine. It has a path that goes to the right of the "red-roofed" Catholic church and around the village and back to the landing. There is an excellent wood carver in the village and two small stores. Fresh fruit can be purchased.



# HAKA MAII UA POU



## Chapter XI

### THE TUAMOTU ISLANDS

Other than rounding Cape Horn or going through the Red Sea, I haven't heard as much fear from cruising yachties than expressed for the Tuamotus. Most people build up a huge mental block for making a landfall among those atolls. Their average height of land is between 8 and 10 feet. The coconut trees are about 50 feet high. According to Nathaniel Bowditch's table of "Distance of the Horizon" Table #8, you should see the island (motu) of 6' with no trees at 2.8 miles distance and a 10' island with 50' coconut trees from 8-9 miles out. The best way to plan a passage into the Tuamotus is to always have an alternative route in case you feel it prudent to bear off. If the stars and sun have been obscured for two days and your working on a DR from your last fix, slow down or bear off. Plan your landfall at 0830 local time. This will give you at least 2 hours of daylight before the great event. In this case I mean 20 miles away from land at sunrise. If you've been making 6-7 knots for 3 days, plan it so your last night is slower at 4-5 knots to make the 20 mile limit at sunrise. Once I left the Marquesas in 20-25 knot trades and made 185 miles the first 24 hours. The sea and wind were great but I couldn't depend on that kind of wind all the way so I started to slow the boat down. I had a total of 510 miles to go on the passage. If I averaged 170 miles a day I could have made it in 3 days. However, I had to be off the entrance pass at noon local time (to make slack water) and it just didn't leave me with a comfortable margin to play with. The second day I made 120 miles so I slowed down more. The third day was 105 miles and the last day 100 miles. The wind never slacked and I was 20 minutes off on my ETA. From sunrise to 0830, I set all sails and closed at 7-8 knots. I used celestial all the way; tried RDF but couldn't use it for accurate navigation. Plan your trip through the islands taking advantage of the prevailing winds for daylight island hopping. This is somewhat tricky because you must plan your departure through the passes at slack water. If the southeast trades are blowing, it's a natural northwest island hop. The amount of current coming out of any given pass depends on fall or rise of tide, prevailing winds, width of pass, extent of lagoon and number of openings between reef and lagoon (not necessarily boat

passes). The current out is generally more than the current in. I have clocked 7-10 knots in passes and once again, depending on wind and direction of current, you can experience a boiling, confused sea seaward of the pass.

DO NOT ENTER PASSES AS FOLLOWS:

1. with the sun less than  $40^{\circ}$  above the horizon
2. with sun on the bow
3. in squalls
4. at night or dusk
5. without your anchor ready to drop
6. without brain in full gear, fully alert

It is prudent to enter passes:

1. in slack water
2. with your engine running and in gear
3. with someone standing higher than the helmsman, but able to talk and able to hear each other.

There are several formulas for predicting slack water; they range from witchcraft to computer calculations. For those who do not have sailing directions, the following is one formula to use to predict the four slack tidal periods: 3-4 hours after moonrise;  $1\frac{1}{2}$  hours before moonset; 3-4 hours after moonset;  $1\frac{1}{2}$  hours before moonrise. Another formula is  $4\frac{1}{2}$  hours prior to the moon's lower meridian pass. The best I have found is from the tide tables using various time differences from times and heights in Apia, Western Samoa. The range is deducting 3-4 hours off high water time to deducting  $\frac{1}{2}$  - 4 hours off low water time. Remember that the duration of heavy flow through the passes generally lasts 3-4 hours so you should be able to gain the lagoon with plenty of time if you plan your arrival right. If you see a local person out, ask him. It's uncanny how well they know.

The following table is an example of corrections from the tide table in the particular islands in which I recorded them.

|        | <u>APIA</u> |               | <u>RANGE OF</u> |               |                  |
|--------|-------------|---------------|-----------------|---------------|------------------|
|        | <u>HIGH</u> | <u>HEIGHT</u> | <u>LOW</u>      | <u>HEIGHT</u> | <u>RISE/FALL</u> |
| June 4 | 0820        | 3.4           | 0224            | 0.0           | 3.4 R            |
|        | 2106        | 2.8           | 1310            | -0.2          | 3.6 F            |
| June 5 | 0924        | 3.2           | 0323            | 0.1           | 2.9 F            |
|        |             |               |                 |               | 3.1 R            |
|        | 2205        | 2.6           | 1610            | -0.1          | 3.3 F            |
|        |             |               |                 | 2.7 R         |                  |

My landfall is Katiu with the pass located on the north-eastern side of the atoll. I will arrive at the pass after 0830 on June 5 at 6 knots average speed. The wind is south-east 15-20 knots with 6-8' seas.

Katiu corrections: High = -2 hours 45 minutes Low = -0 hours 30 minutes

Slack water at Katiu will occur:

|             |              |             |              |              |
|-------------|--------------|-------------|--------------|--------------|
| June 4..... | <u>HIGH</u>  | June 5..... | <u>HIGH</u>  | <u>LOW</u>   |
|             | 2106         |             | 0924         | 1610         |
|             | <u>- 245</u> |             | <u>- 245</u> | <u>- 030</u> |
|             | 18-21        |             | 05-39        | 15-40        |

The current will be coming out and the wind will be roughly on my nose. The velocity of the current will be more than normal because of the 3.3' fall in the tide and the wind condition. I will slow down for arrival off the pass at about 1000, if the pass looks rough I'll tack back and forth until slack water occurs. I also know that there are several water passes (not boat passes) for the lagoon so I would guess that instead of a 5 knot outgoing current, I'll find maybe 6 knots.

The people of the Tuamotus are genial and live a simple, unadorned life. Most inhabited atolls have electricity from generators. There are few stores except the one the copra boat provides. All fresh fruit is brought in from Tahiti so if you're coming from the Marquesas, store up and win friends for life (or just your stay). They are very curious and love music, as do all Polynesians. Their economy is fishing, copra and pearling ( in a couple of the northern atolls). They speak Tahitian and their own language, Puamotian, as well as French. Villages of any size have grammar schools and the larger islands have high schools where the older children go to for the school year. They travel more than you would think, using the copra boats that travel back and forth between Tahiti and there.

If you plan to visit some of the southern atolls south of Makemo, be sure to check with the authorities first. The French have a nuclear test site on Mururoa (21°50' south, 138°55' west) and adjacent islands. Even the atoll of Hao was off-limits. To assure proper clearance, have your boat passport list the islands you intend to visit. It is better to over-list than not to include one. Other than Rangiroa, Makemo and Hao, there are no gendarmeries on the islands. They do show up from time to time in some of the most out of the way places, though. Like all places in French Polynesia, there are a mayor and a community policeman. It is certainly a good rule to let them know you are there and how long you intend to stay, although they probably already know. Some islands have dispensaries, but few well-trained medical people.

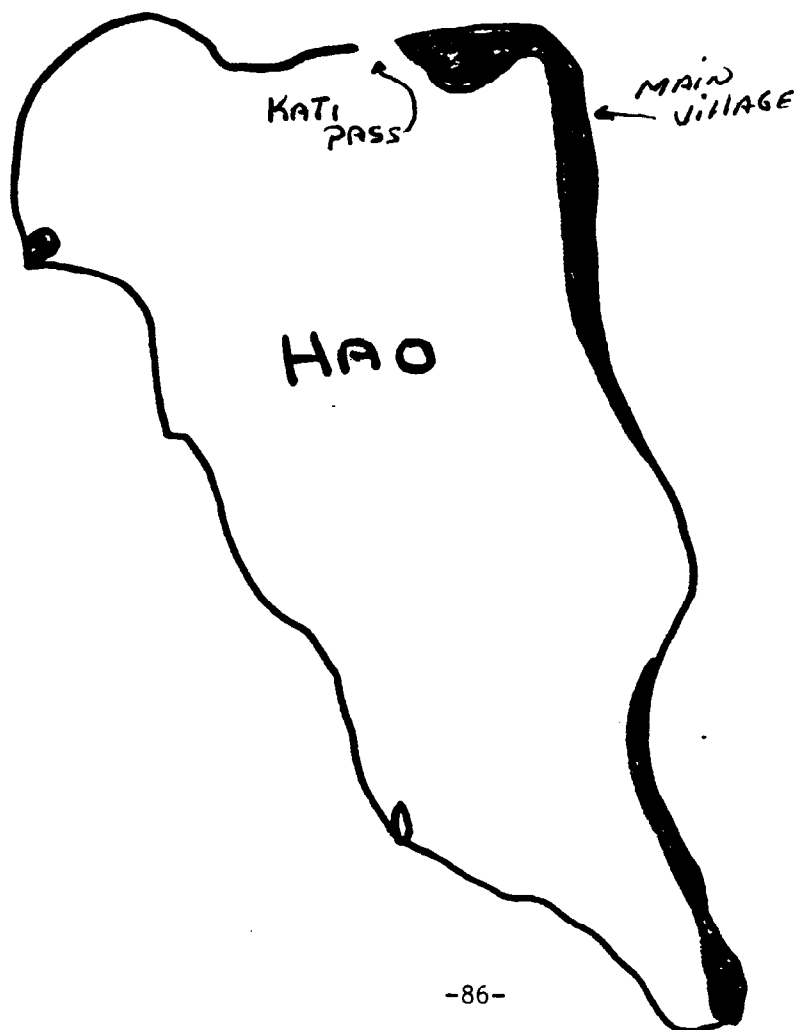
I was invited to lunch at a local mayor's house one day. I put on a clean pair of shorts and a new T-shirt and set off to anticipation of island fare. I was served cold Van Camp beans, New Zealand canned corned beef and cold rice! On another occasion, I pulled into Faaite for a short stay. I noticed that the local people, about whom I'd heard good words, seemed very preoccupied. The next day I went ashore and found out a festival was planned. I pointed to the church and asked if it was a religious feast. They indicated it was and it would be tomorrow. The next morning the village policeman came out and ran up the French tri-colored flag and stopped to talk to me. Of course, neither one of us could understand the other! I "asked" him if it would be okay to run up the ship's flags in order

to help celebrate the fete of the day. He said yes (I think), so 35 various national flags hung from the main halyard to the deck all morning long while the village spruced up for the occasion. At noon, a ship anchored off the pass and a motorized long-boat started ferrying people from ship to shore. The last load came ashore with a pair of gendarmes, one of whom could have been straight out of the Foreign Legion. All the people stood around exchanging shell leis and playing guitar. The long-boat returned at last with a man standing in the bow waving a French flag twice his size. In the stern, in front of the helmsman was standing a French naval officer in white with 12 dozen scrambled eggs on his cap. He looked at me and I detected a frown at the good ship Esperanza's display of flags. I rushed up to the main and dropped the flags as soon as the officer touched shore.

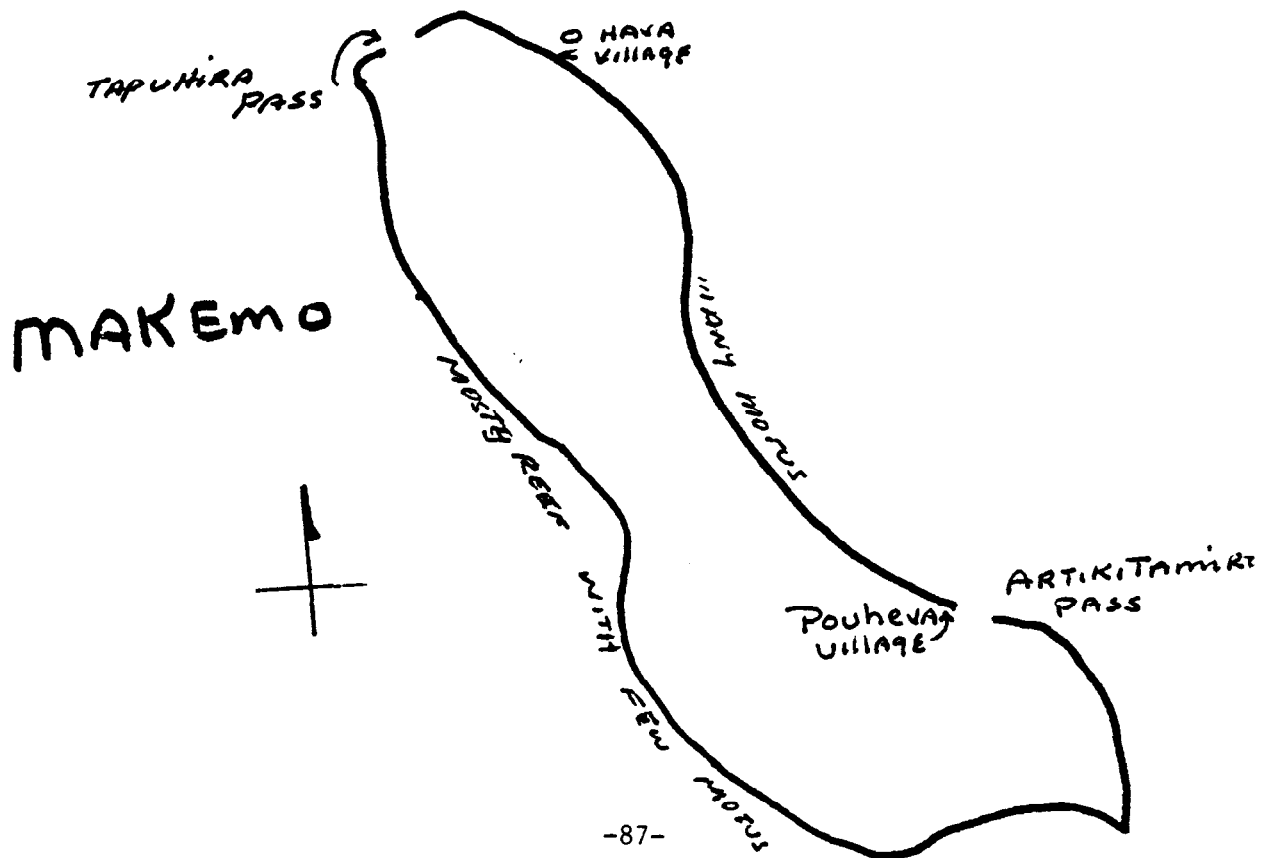
It became clear at this time that: 1) this was not a religious fete, 2) the fete was in honor of this very distinguished gentleman, 3) the chance of my getting a 6 month extension on my visa was getting slim, 4) the chances of my leaving French Polynesia within 24 hours were increasing, 5) I had just blown a chance to eat a true Polynesian tammari (luau). These feelings were greatly supported by observing the officer talking to the gendarmes, who proceeded to march in step towards Esperanza. After some polite "bonjour"s, etc., they inspected my passport and then invited me to be a guest of the "High Commissioner" of the Tuamotus, who was at the village to make a tour and dedicate the new city hall and hospital. To make this extremely long story short, I had a wonderful time. We devoured succulent roast pig and lobster, with dancing of all kinds. I was thanked by the High Commissioner for the honor done him by the boat from the United States. A great time was had by all. The next day the village was very, very quiet as the Commissioner's entourage had brought in a lot of beer (pia) and wine (vin) for the fete. I had more experiences of this kind in the Tuamotus during the two months I was there than during the six months I spent in the Societies. The further away you get from so-called civilization, the better the welcome you receive from the local people. The population is about 10,000 scattered among the Tuamotus.

HAO: I have not visited this atoll. The following is from sketches taken from an old BA chart and also from additions by a boat that has been there. Incidentally, the boat was not cleared for Hao, and they were not allowed ashore. A Naval patrol boat circled them several times during the night and they were escorted out in the morning. The sketch is provided in case of an emergency. I understand that there is an excellent French Naval hospital located here.

The pass is located on the north end of the atoll. The eastern side has many islands, the western side few. The lagoon is 30 miles long.



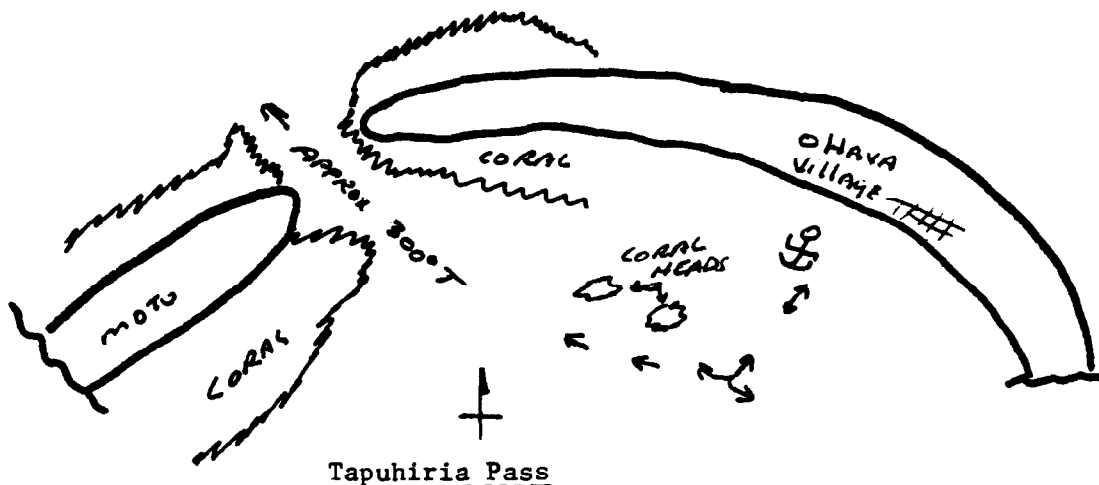
MAKEMO: There are two passes into the lagoon; both are suitable passes. The main village is close to Arikitamiro Pass, on the northeastern side of the southern end. The pass on the northwestern side of the north end is called Tapuhiria Pass. The lagoon is 34 miles long. I went in Arikitamiro and out Tapuhiria. What fun to sail in a lagoon!..... but watch out for coral heads. Slack water corrections are about: high: 3 hours, 50 minutes; low: 4 hours, 10 minutes.



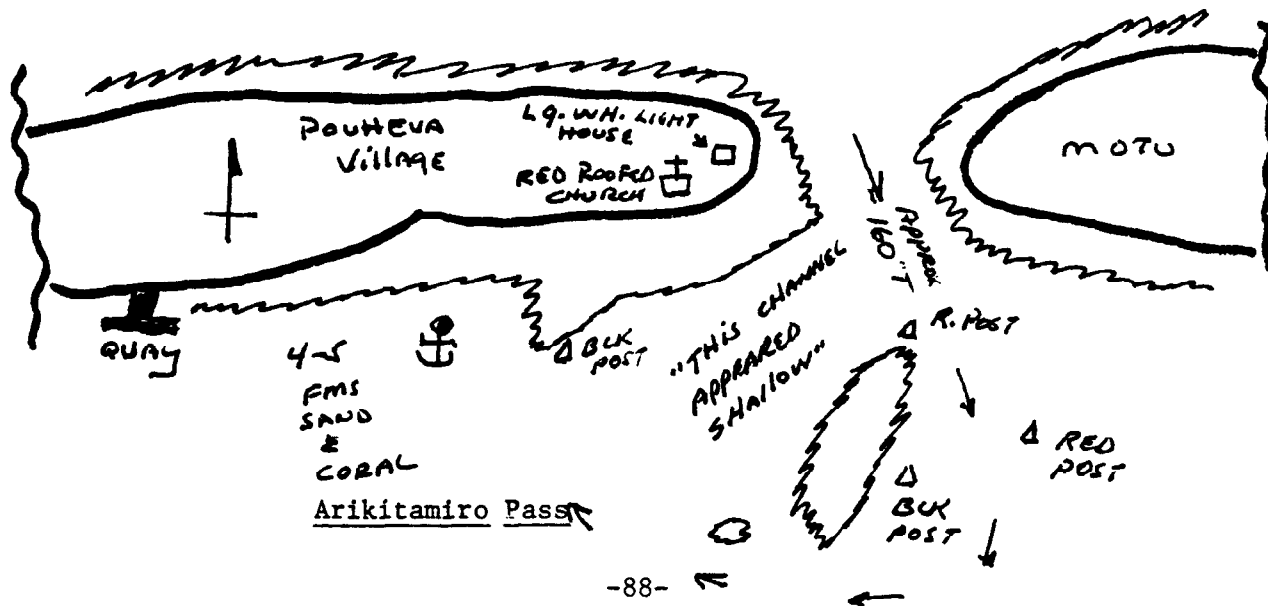


Passes of Makemo:

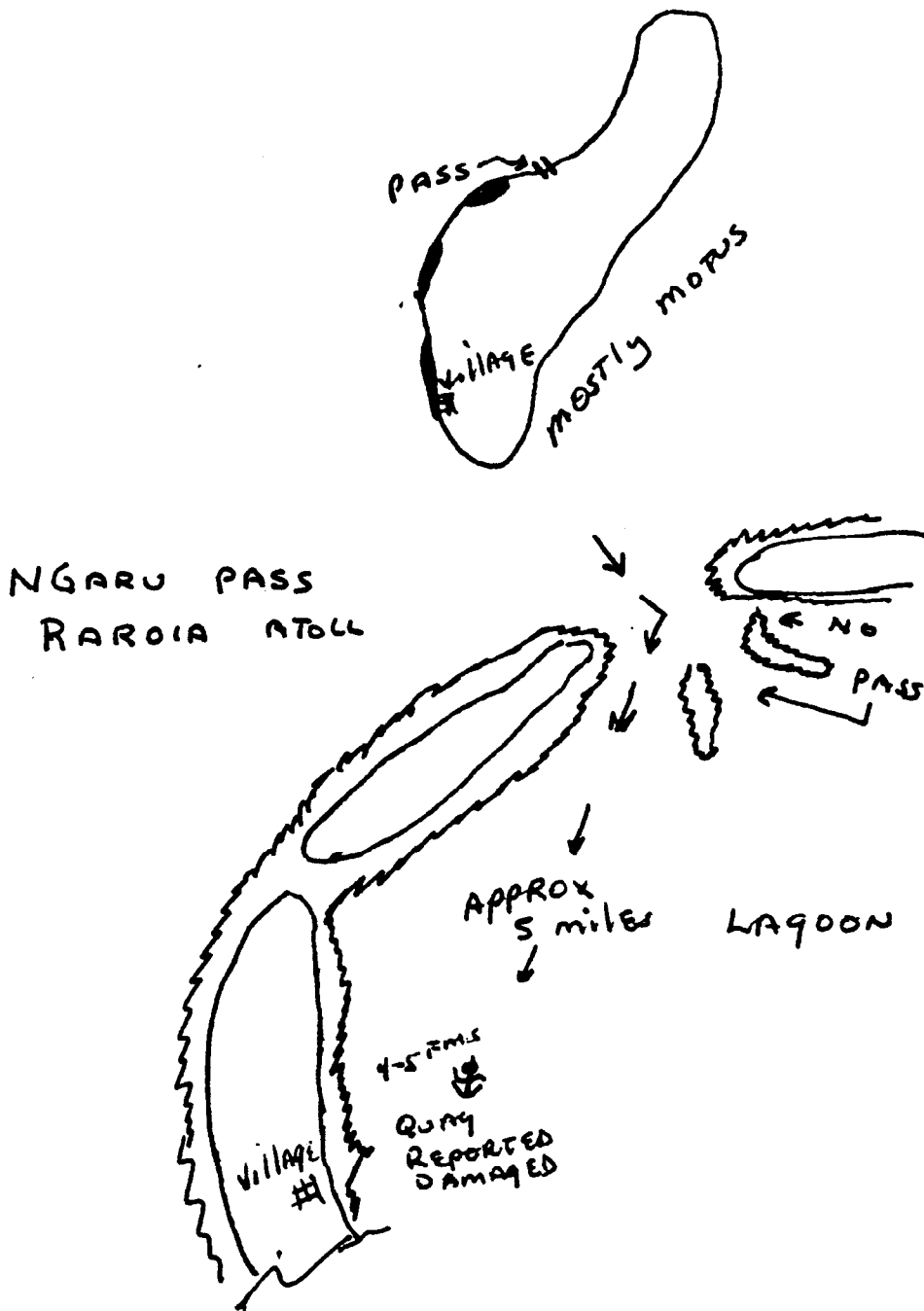
1) Tapuhiria Pass - The courses are approximate and you must round several coral heads to clear the anchorage.



2) Arikitamiro Pass - The courses are also approximate. I found channel markers in most passes through the Tuamotus. Remember: red post to port, black post to starboard. I did not use the starboard pass but it can be used by boats drawing up to 12 feet.



RAROIA: This atoll has some of the nicest people in the Tuamotus. They seldom see cruising yachts (about 5 a year) and a copra boat calls every 6 - 8 weeks. When I was there, A Swedish and a Canadian boat were in the anchorage. They planned to stay only 2 - 3 days but had been there two weeks. One reason for their delayed departure was that they became sick on reef fish they speared. They had fished with some locals and therefore felt



that the fish was okay to eat. The locals got sick, too. This experience cancelled local fish from my diet. If I caught a fish on a trolling line, I feasted, otherwise, I passed. Incidentally, if you are given a fishhead by a local don't be offended, it is considered to be the best part of the fish!

This atoll is located about 5 miles from Takume and the channel between them has a strong westerly setting current when the trades are blowing. There is one pass suitable for entrance into the lagoon, located on the northwest end of the atoll. It is a bit tricky but can be navigated as long as the sun is not too low and the current in the passes is not ebbing. Caution: this pass has the same name as one of the passes into Fakarava; don't be confused by two Ngaru passes. Anchorage can be made in several places in the lagoon. The main anchorage is off the village east of the red-roofed church and south of the reef that's awash.

Ngaru Pass (Raroia): The numerous coral heads in this pass are clearly visible to a watchful eye. It was reported that the hurricanes of 1983 removed some of the posts ( beacons ) however, eyeball navigation can replace them. Correction to the tide tables is approximately:

High = -2 hours, 50 minutes; Low = 0 hours, 55 minutes.

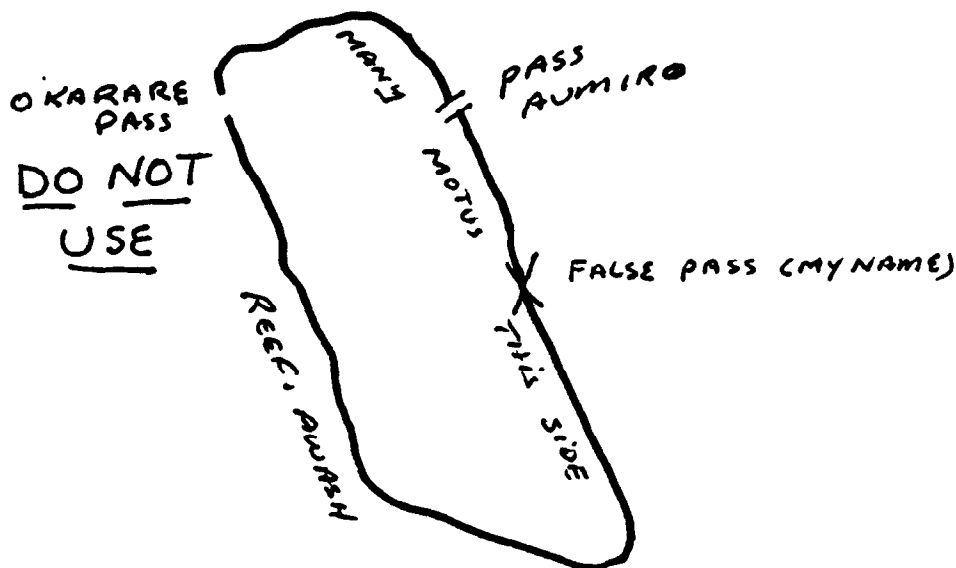
KATIU ATOLL: This atoll has no anchorage and no pass into the lagoon but a quay to which you can tie in the pass is on the northeastern side. The pass on the northwestern side is not deep enough for boats drawing 4' or more, according to a copra boat captain. When tying to the quay, have extremely long mooring lines ready; there are no real cleats to tie to so you must jury-rig around flag poles and such. Be sure to use lots of chafing gear on lines where they come in contact with concrete corners. This is one of the few villages in French Polynesia where the Catholic church does NOT have a red roof. The reason for this oversight is that the church has been under construction for 45 years, and the people are "temporarily" holding services in the meeting house.

The reef on the port drops off to 3½ fathoms within 20' of its edge. There were two red posts in line marking the port side of the channel, how-

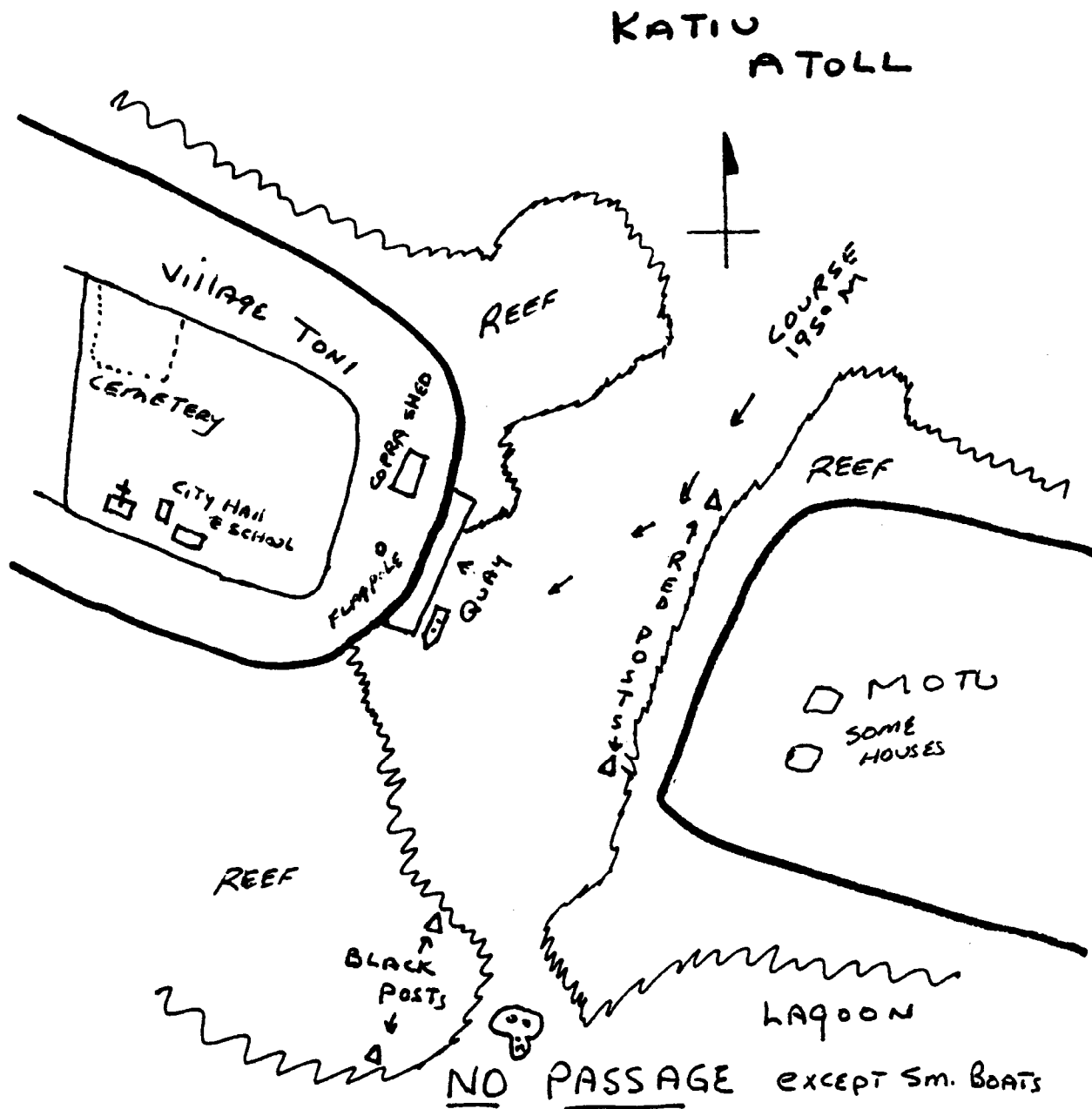
ever, they may have been damaged during the 1983 hurricane season. When making the quay, first approach it at its middle and slowly proceed towards the lagoon, putting your bow in 4' of water and leaving ample room for the 85'-100' copra boats that sometimes come in at 0400 local time. I was told that the population is 82, including babies in the village of Toni. There are no stores, little water and no fresh fruit available. A copra boat does visit every 3-4 weeks from which provisions can be purchased.

In tying to the quay you are guaranteed three things: 1) very little privacy, 2) cockroaches, and 3) great enjoyment from mingling with the local people. I played volleyball most evenings near the church. If you're in the mood, just go ashore around 1600 local time and watch the men play "balls" (my name for it) which is a French game similar to lawn bowling. By 1930 the village is quiet, except for a dog or two barking. The local people harvest copra and salt to supplement their simple lives.

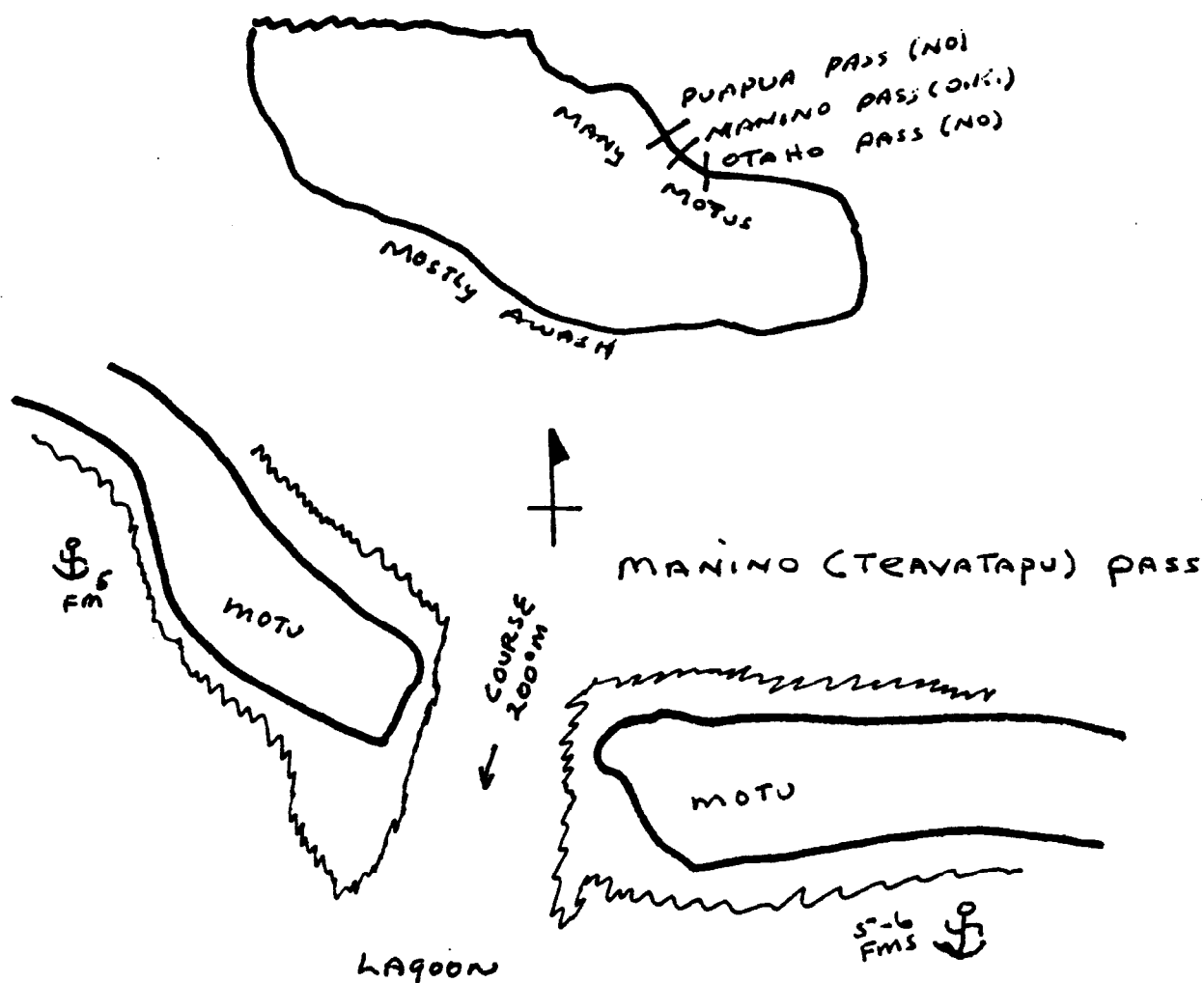
The slack water correction is: High = 2 hours, 40 minutes; Low = -0 hours, 30 minutes. I goofed when I made this pass and had a wild ride on the ebb. Hug the port side to get out of the main stream.



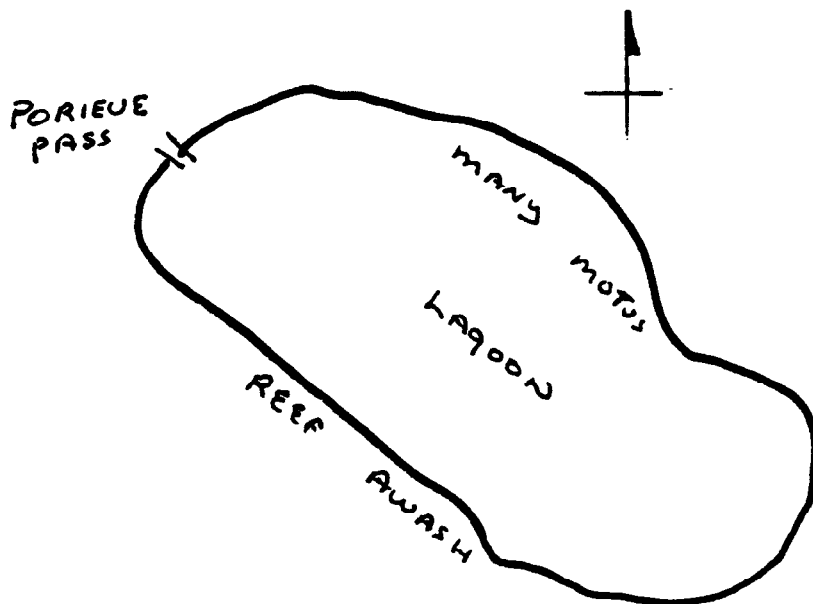
Aumiro Pass: What clearly looks like a pass in the middle of the atoll from 8-12 miles offshore is two islands separated by the reef that is awash. The correct pass lies approximately 5 miles north of this false pass.



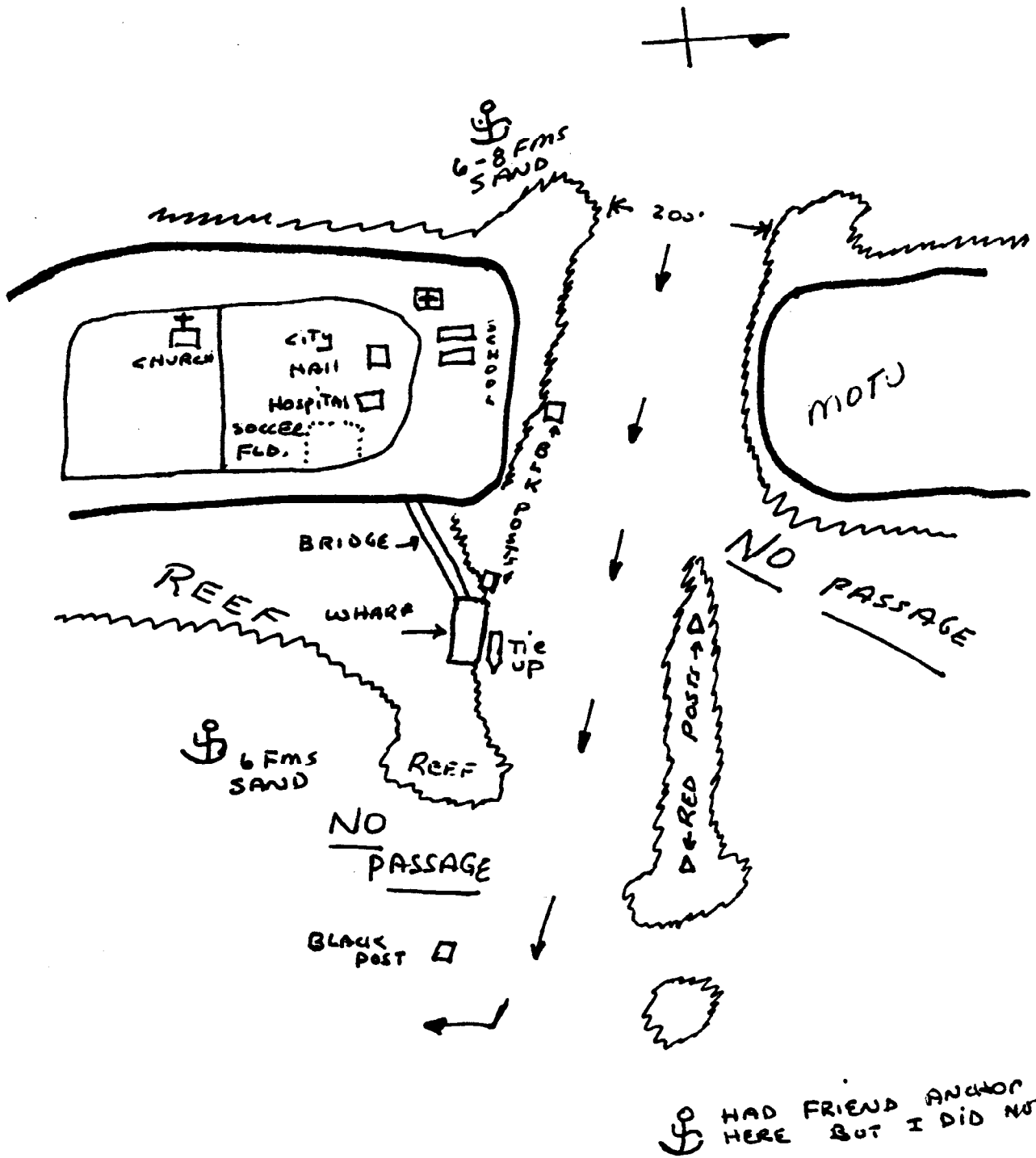
TAHANEA ATOLL: This atoll lies southwest of Katiu and is about twice its size. The only inhabitants are the people from Makemo, Katiu and Faaite who go there to work copra from time to time. There are three passes into the lagoon and all are on the northeast coast. I went in and out of the middle pass and checked out the north pass (Puapua) which looked a bit shallow. The south pass (Otaho) looked downright dangerous. They are close enough together that you can cruise offshore by all of them in order to identify the middle pass (Manino) which is called Teavatapu in the Sailing Directions. The ebb current is not as strong as at some of the atolls due to the three passes and the low fringing reef on the southwestern side. I anchored on both sides of Manino pass and found good sand holding with some coral at each location. The correction to the tide tables is the same as at Katiu, give or take 30 minutes.



FAAITE ATOLL: This is the atoll where I had the honor of meeting the "High Commissioner" and attending his fete. It is located northwest of Tahanea and can be made either from Katiu or Tahanea within daylight hours. There is only one pass, and that is at the northwestern tip of the atoll. You can either anchor in the lagoon or tie up to the wharf at the village. If you go to the wharf, be sure the large rubber tires are in place because the top overhangs the sides by about 18" and is higher than most yachts. Also, determine if a copra boat is due to tie up at the wharf because there is only room for one boat at a time. Some larger copra boats (100'+) anchor off the pass but the smaller ones tie up to the wharf. The pass splits into two different channels a quarter of the way in from seaward by a reef which extends into the lagoon. DO NOT ATTEMPT THE PORT CHANNEL. Due to the breaks in the low lying reef on the south and western side of the lagoon, the ebb current is fairly easy to navigate, but slack water is always the best. Current tide correction at Faaite is: High = -4 hours, 12 minutes; Low = -2 hours, 33 minutes.

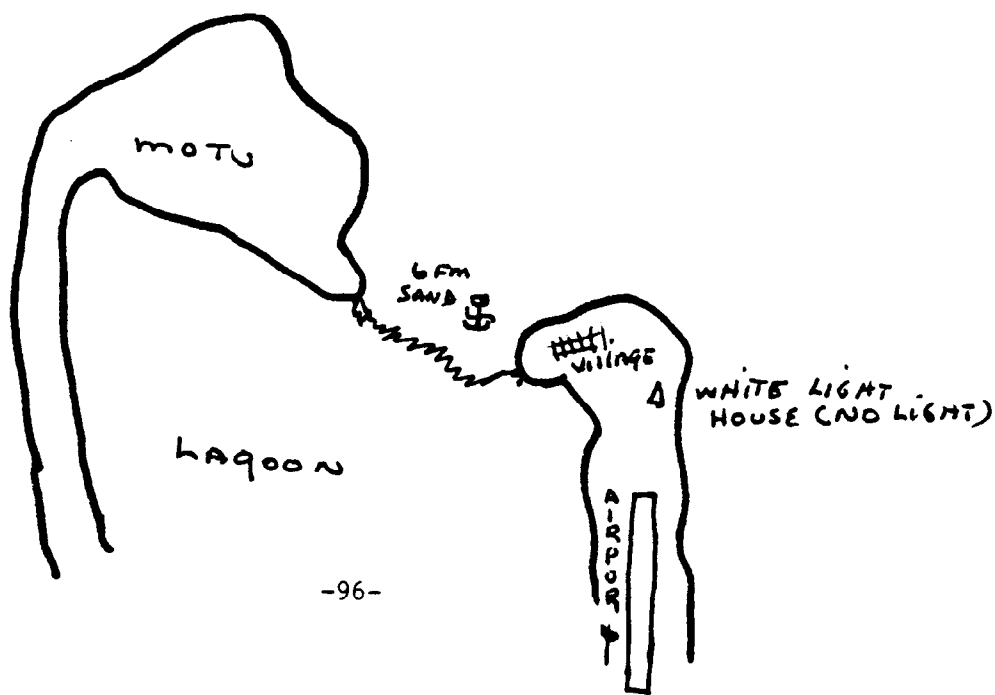


# PORIEVE PASS FAAITE

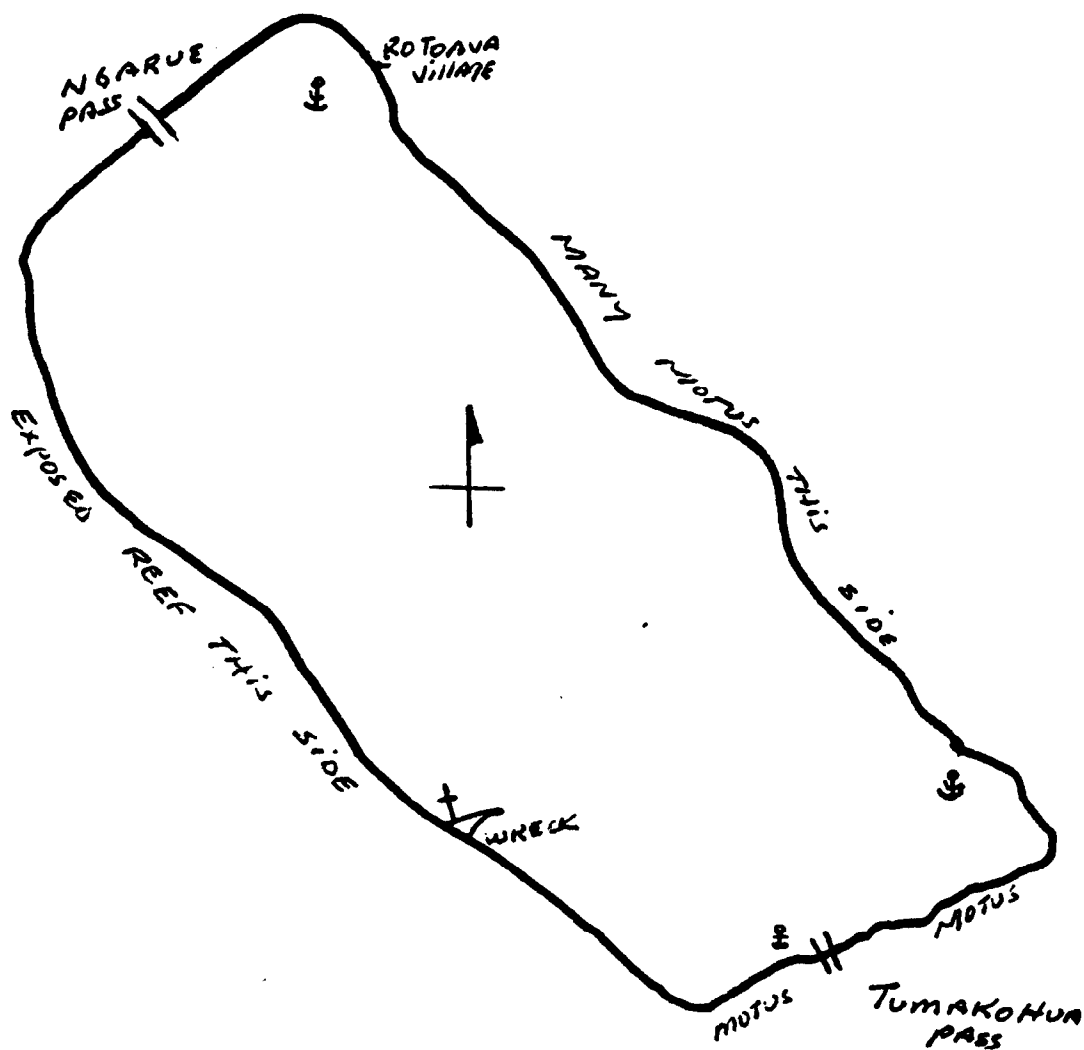




ANAA ATOLL: I have not been here but from talking to copra boat captains and two other yachts, I will be sure to include Anaa on my next trip, despite its being hit by hurricanes three times during the 1983 season. It was reported that the people are extremely friendly. There were two stores, two large schools and twice weekly flights to Tahiti. The anchorage is located on the eastern side of the north end in a bay outside the lagoon with good protection southwest through east. The main village and airport are nearby. This atoll is almost completely surrounded by motus (islands).



FAKARAVA ATOLL: This is the second largest atoll in the Tuamotu group. Its lagoon runs north and south for about 30 miles. Its western side consists of exposed and partially submerged barrier reef but its northern and eastern shores are motus and reef. There are two navigable passes into the lagoon. One large village and a few scattered settlements make up the population. The main village is located at Rotoava, inside the lagoon at the northeast corner. There are unlimited anchorages inside similar to other lagoons. A wreck on the western reef is located at  $16^{\circ}26.4'$  south,  $145^{\circ}37.7'$  west. This location is mine taken using magnetic bearings so it may be in error. The wreck is an excellent indication of where the barrier reef is!!



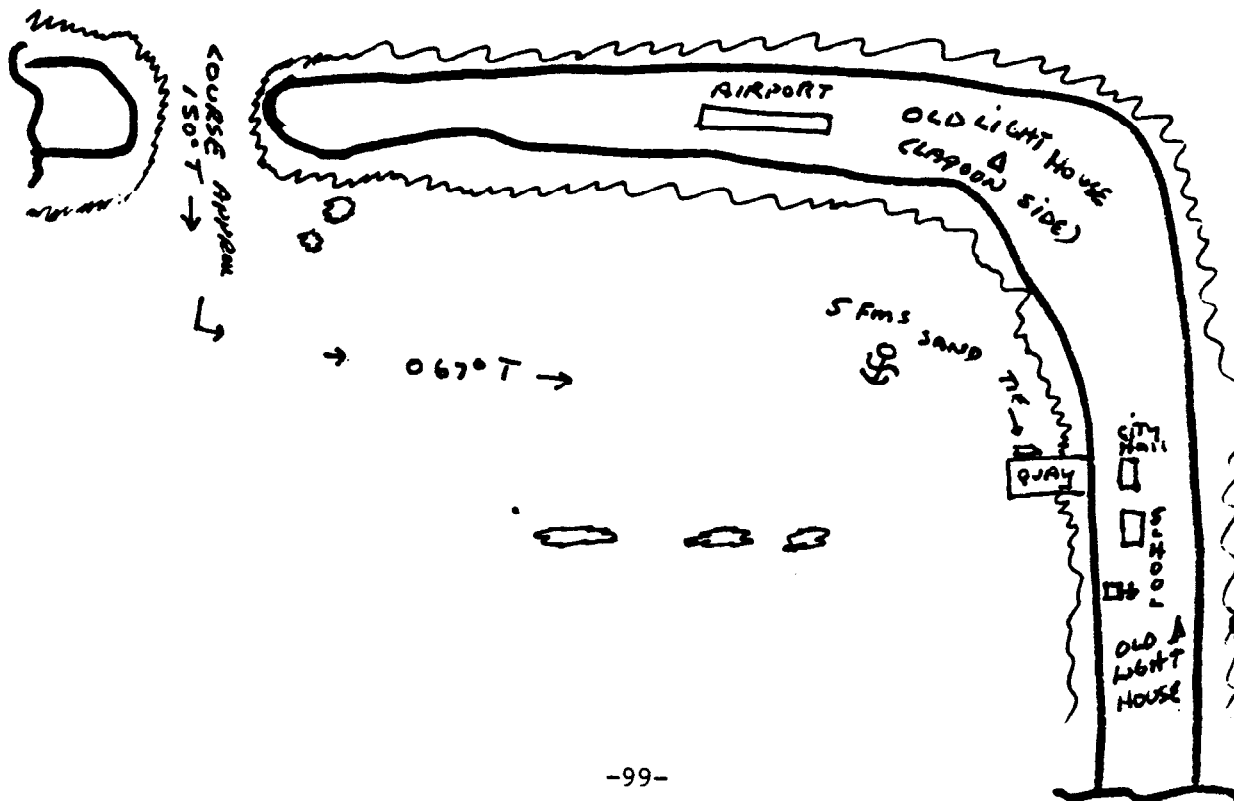
Tumakohua Pass on Fakarava is located on the southeastern coast about 2 3/4 miles northeastward off the southern tip of the reef. The small village of Tetamanu is located inside the pass. Copra boats call here every 2-4 weeks. Many settlements are scattered on the motus along the eastern shore. Anchorages in sand, 6-8 fathoms, can be found off these settlements. There is a "sometimes" store at Rotoava and also nightly "TV" at the city hall via cassettes. Be sure to meet Marurai Terii, who lives at the end of the quay on the left. His wife is one of the local school teachers. He speaks English and has a heart of gold. If you happen to have a small bottle of scotch to share, you will have a friend for life! The sketch below is approximate; I was singlehanded and had no time to sit and sketch in this pass.



Ngarue Pass on Fakarava is located on the north coast about half way between the northeast and northwest points of the atoll. Caution: there is a pass with the same name on Roraia. The pass is wide and is the only one where I was able to sail through without using the engine. It also was the only pass that made my heart jump into my throat. The Sailing Directions and copra boat captains told me the pass was deep (6-10 fathoms) and had no coral heads in it. This information gave me a false sense of security. When I was about half way through it, I casually looked into the water about 20' off my bow and there were three HUGE black coral heads that were 15' long and 4-5' below the surface. I was moving 6 knots, so I just stood there as we closed rapidly, waiting for the crunch. Esperanza was going to mark the channel permanently, and be

the only boat that went aground in the "best pass in the Tuamotus". Just seconds before we hit the coral heads, they swam away!!.....as HUGE SHARKS!!

The anchorage off Rotoava is about 6 miles northeastward of the pass. The anchorage is one of the few where you DO NOT HEAD FOR THE RED ROOFED CHURCH. There are two old lighthouse structures, both white with no lights. They are pyramid shaped. The one located at the village can not be seen from the lagoon unless the 1983 hurricanes tore out the coconut trees; it can only be seen from sea. It is at the northeastern point of the atoll. The other old lighthouse is southwestward of the village and can only be seen from the lagoon. You can either tie off or tie to the quay. I personally like the quay which has plenty of room for copra boats and one yacht. If you do tie to the quay, use the left hand side, looking from the lagoon, then go and find the mayor to ask his permission to stay there. Permission doesn't seem to be needed, but once again, they appreciate the courtesy. "Antonio" was the mayor in 1982. All the buildings here have red roofs. If you anchor out you can land your dinghy at the quay. Current tide corrections for both passes are: High = -3 hours, 15 minutes; Low = -3 hours, 23 minutes. I went in and out of Ngarue pass without problems; Tumakohua looked like it could be tricky if ebb current is running heavy.

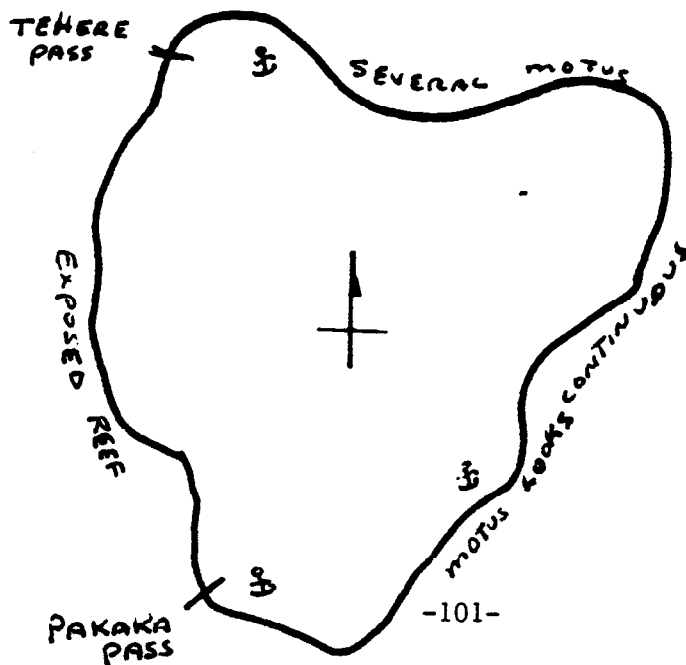


TOAU ATOLL: This atoll lies 7 miles northwestward of Ngarue pass at Fakarava. It is reported to have two passes on its east coast approximately 2½ miles northwestward of its easternmost point. When checking with the people on Fakarava and with a local copra boat captain, I got some confusing information, so I did not go into the lagoon. I left Fakarava via Ngarue pass and went around the western side of Toau to Amyot Bay, located just south of the most northern point. This bay is formed by motus on either side with a barrier reef at its end. I suspect many years ago this was a pass that got closed in from the lagoon side. With the southeast trades blowing, this bay is completely protected. The anchorage is located near the center but I used the mooring that is used by the copra boat. There are two families that live here more or less permanently. They are gracious and welcome yachties.



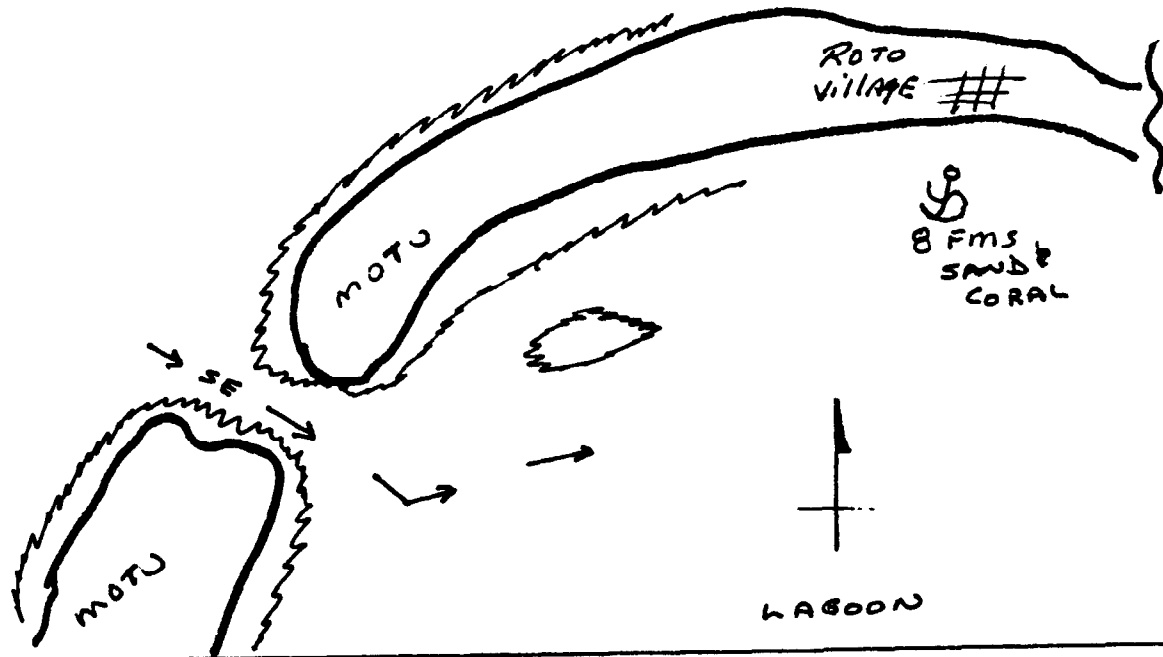
APATAKI ATOLL: This atoll is definately on the bottom of my Tuamotu list of favorites. The people are more aggressive than on most of the other islands, probably due to the large freezing plant that operates on the island of Nuitaki. Because of this plant, many local fishing boats are here and they are more commercially motivated. If you anchor downwind of the freezing plant, don't be surprised if you wake up with grime covering your boat ( it comes from the power plant). I include this atoll because other cruisers have reported having good times here. There is a store with cold beer. The selection of provisions is limited and expensive. I paid \$3.50 for 4 medium sized yellow onions here. That just about wiped out my funds. I cruised for 2½ months in the Tuamotus and spent \$9.30 (I started out with \$10).

There are two passes into the lagoon; one on the southwestern side and the other on the northwestern side. I only used Pakaka pass because I did not see any reason to go up the western side (from Toau) into the lagoon and then south again to the village. Tehere pass is reported to be deeper and wider and is used by large copra ships. When entering Pakaka pass, head a little north of east until you have the wharf lined up slightly on your starboard bow. Then steer for the wharf, heading still a bit north of east. Keep to the center of the channel. There are actually 3 channels on the lagoon side but the most northerly one and the most southerly one are dangerous. Go straight down the middle to the wharf or anchorage.

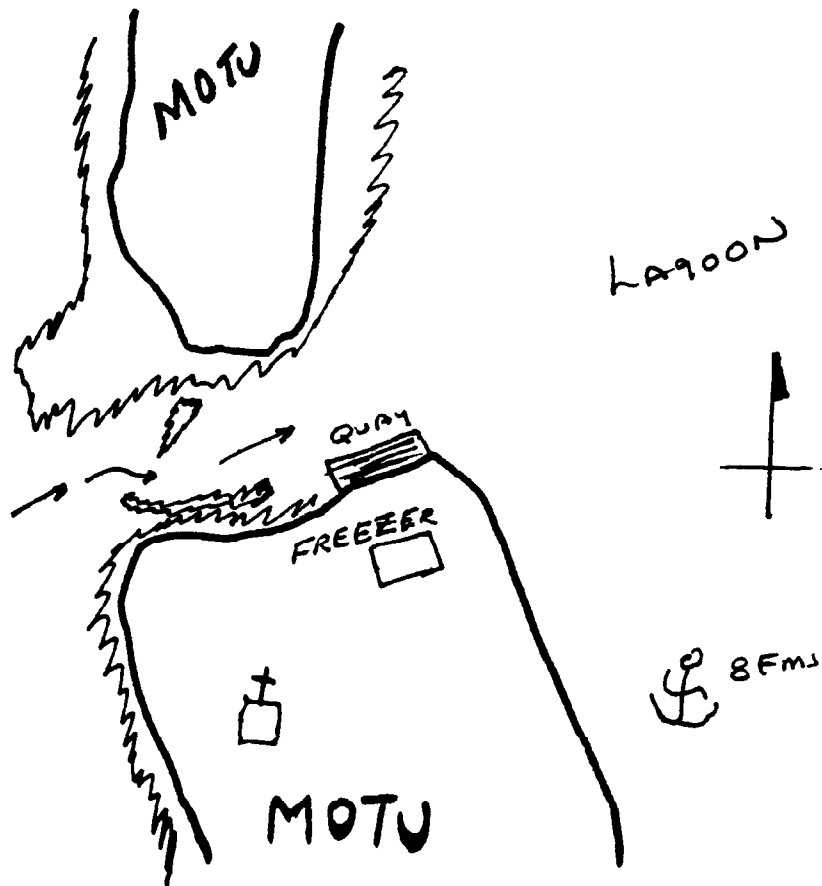


Apataki Pass - Tehere pass

This sketch was made with the help of a copra boat captain.



### PAKAKA PASS



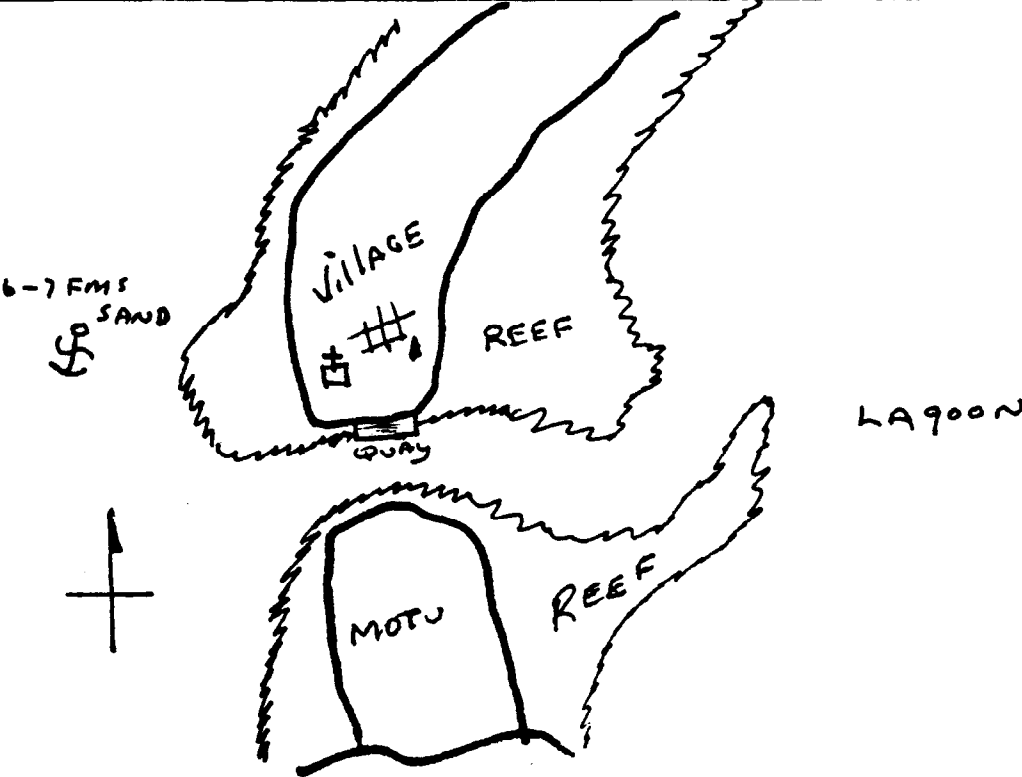
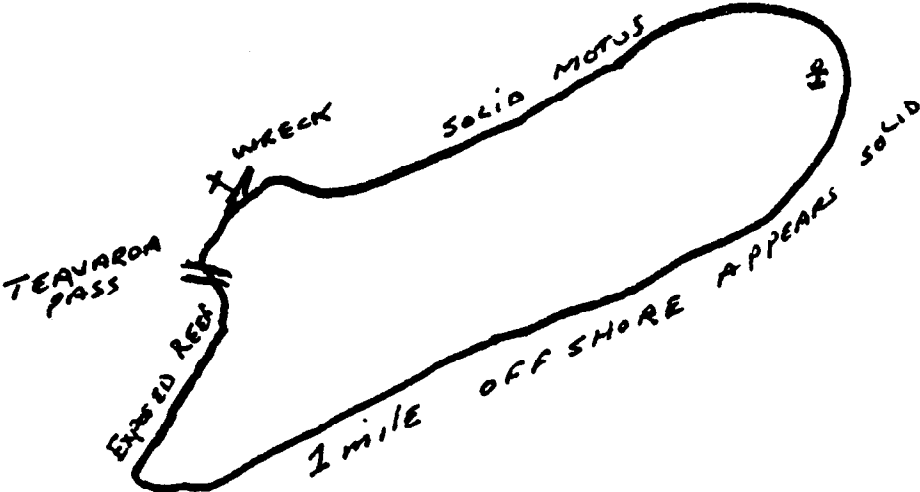
The next four atolls of Takaroa, Manihi, Ahe and Rangiroa are on the "freeway" between the Marquesas and Tahiti. There are convenient off-ramps for each atoll. Those of you who do not wish to cruise the deep Tuamotus may want to stop at any or all of these atolls. Ahe happens to be my favorite of the four, and Manihi is my least favorite.

TAKAROA ATOLL: I did not go into the lagoon here, but stayed at the quay with a couple of other boats that later did enter the lagoon and anchored in the northeast corner in 7 fathoms in sand and coral. They had no problems entering because they were able to project slack water to the minute (from the quay). The village is located near the quay. The people are friendly and occasionally depend on yachties to help in repair of items like sewing machines and outboards.

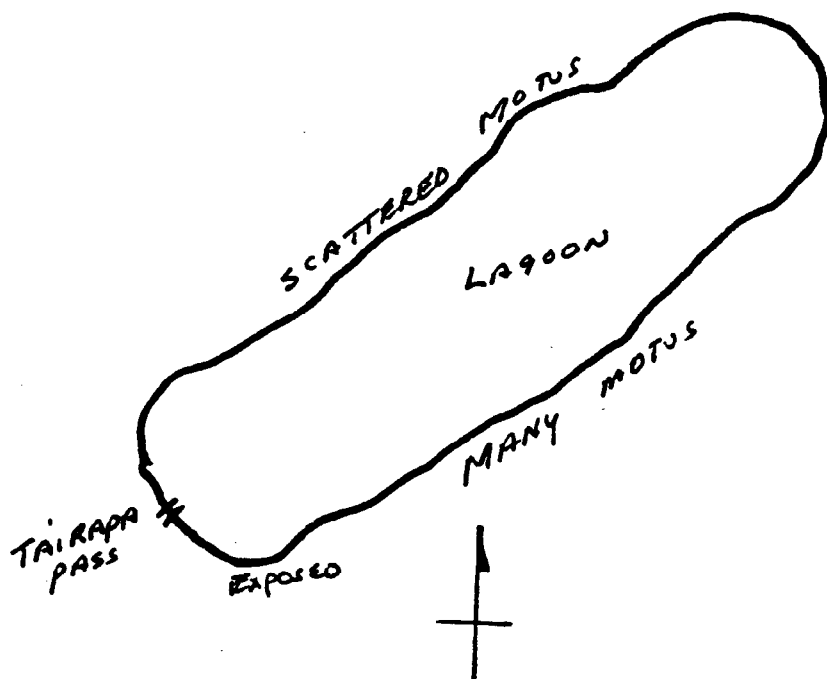
Teavaroa pass is halfway between the southwestern and northwestern points and is easy to find, being just south of the large wreck on the northwestern point. If you make the pass and feel it is prudent to wait for slack water, you can anchor outside just north of the pass in 6-7 fathoms, sand bottom. The current tide correction is about the same as for Manihi.



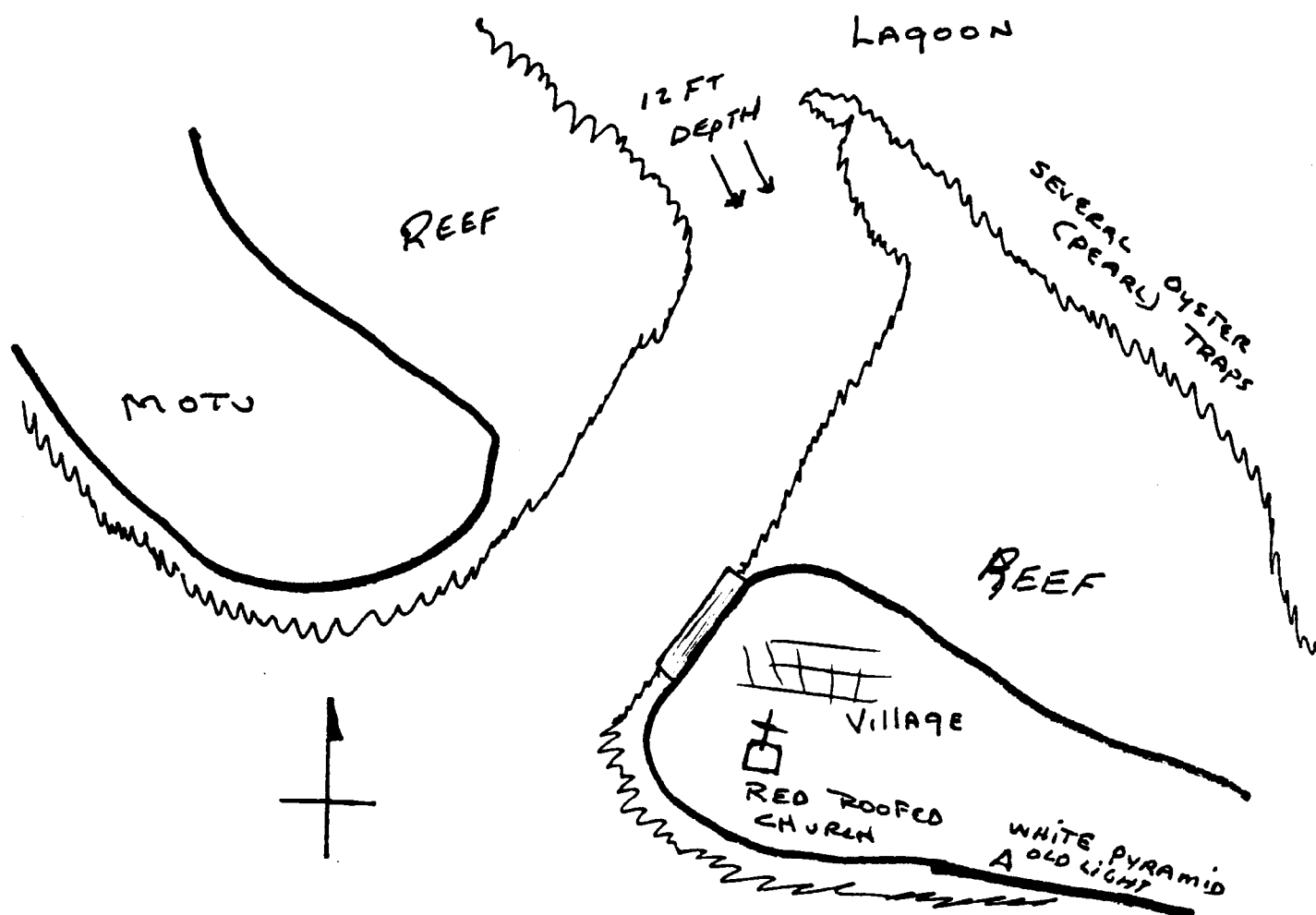
Takaroa Atoll and Teavaroa pass -



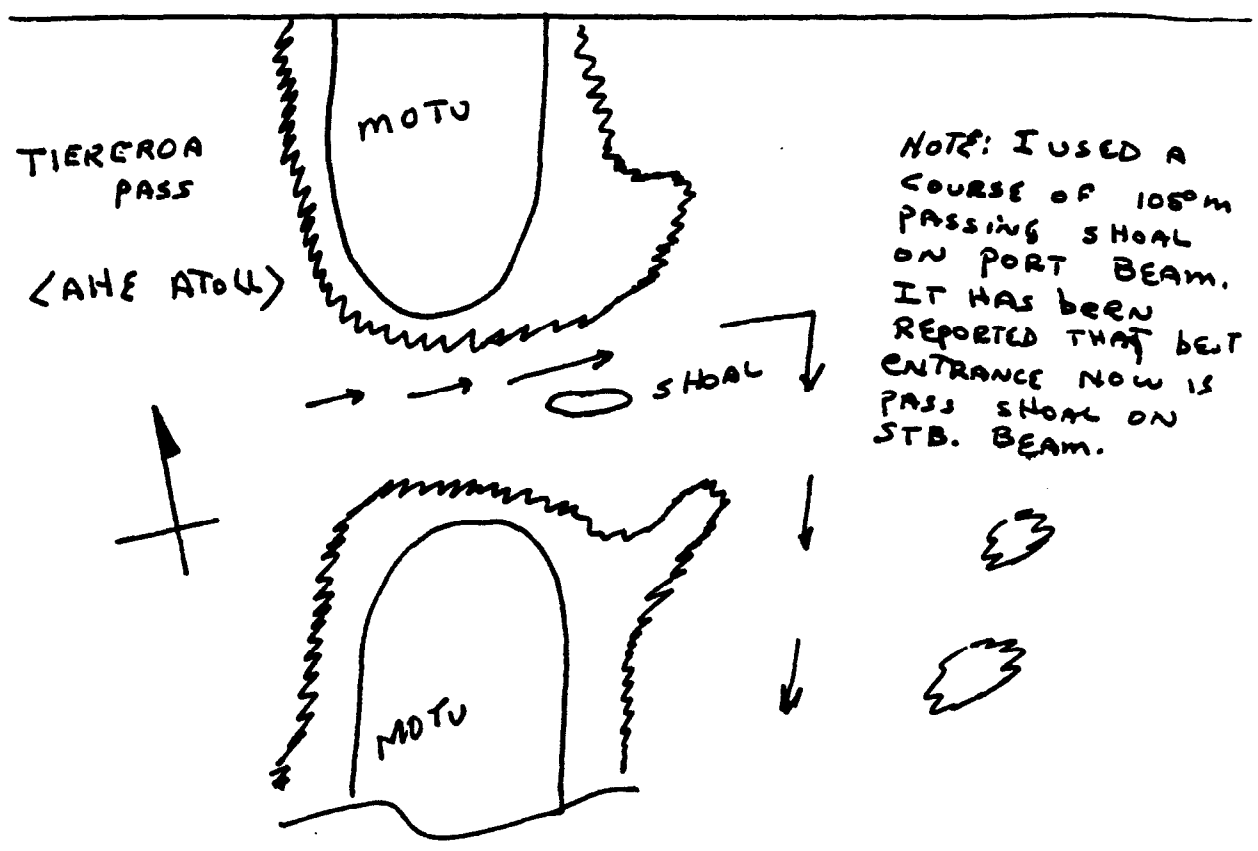
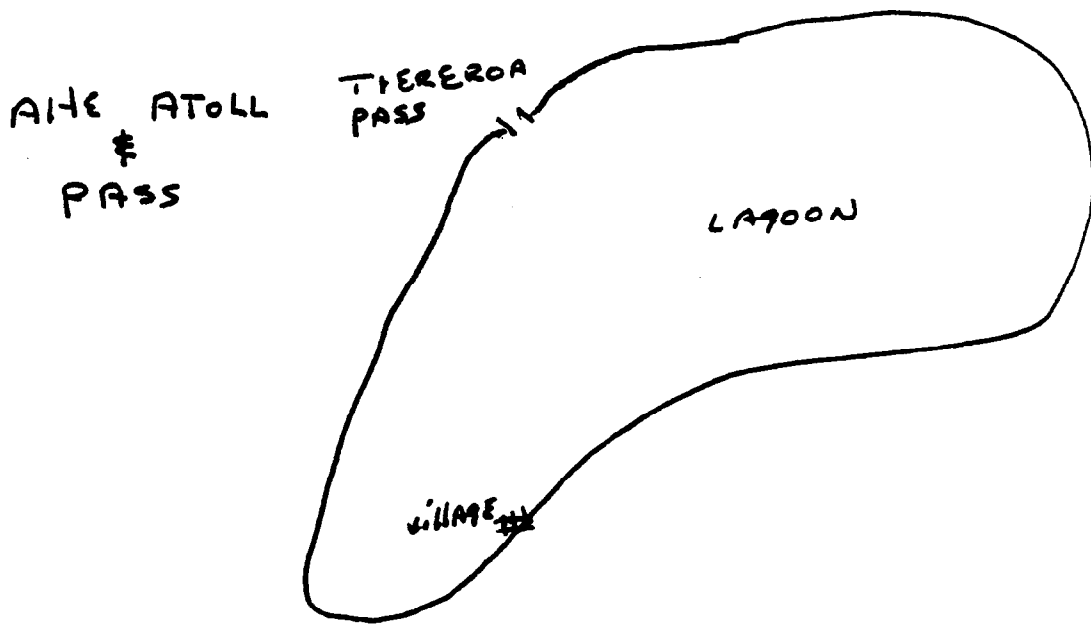
MANIHI ATOLL: This atoll is approximately 60 miles due west of Takaroa. The primary economies are copra and pearl farming. You must be careful where to drop your hook because of the oyster beds which are usually marked and are close to the village. Sometimes a local fisherman will come out and show you where to anchor. You can also moor to the quay, but if you do, be prepared for the local children who will crawl all over you like ants! There is a store, an airport and of course, a red-roofed church. There is also a radio beacon using 284 MgHz. Tariapu pass is fairly shallow but can be navigated by all but the largest copra boats. Motus almost surround the atoll with little break in the reef. The current in the pass runs at 7-8 knots at ebb. The current tide correction is High = -3 hours, 50 minutes; Low = -4 hours, 10 minutes. There also was a slack one hour prior to moonrise.



Manihi Atoll - Tairapa pass-



AHE ATOLL: This atoll is located about 10 miles west of Manihi. Try to make the atoll a stop even if you are either on the "freeway" or have limited time. It, like the other three northern atolls of the group, is fairly well surrounded by motus, making the current in the pass swift, especially at ebb. The local people are very friendly. Some families "adopt" yachties during their stay and will take them fishing, invite them home, etc. Copra harvesting and fishing are the two basic things that take up the peoples' time. During one of the hurricanes in 1983 these people once again proved their friendliness. There were four sailboats anchored near the village in a protected anchorage (fair by Tuamotu standards). The locals not only helped the yachts set anchors and tie extra lines ashore, but they



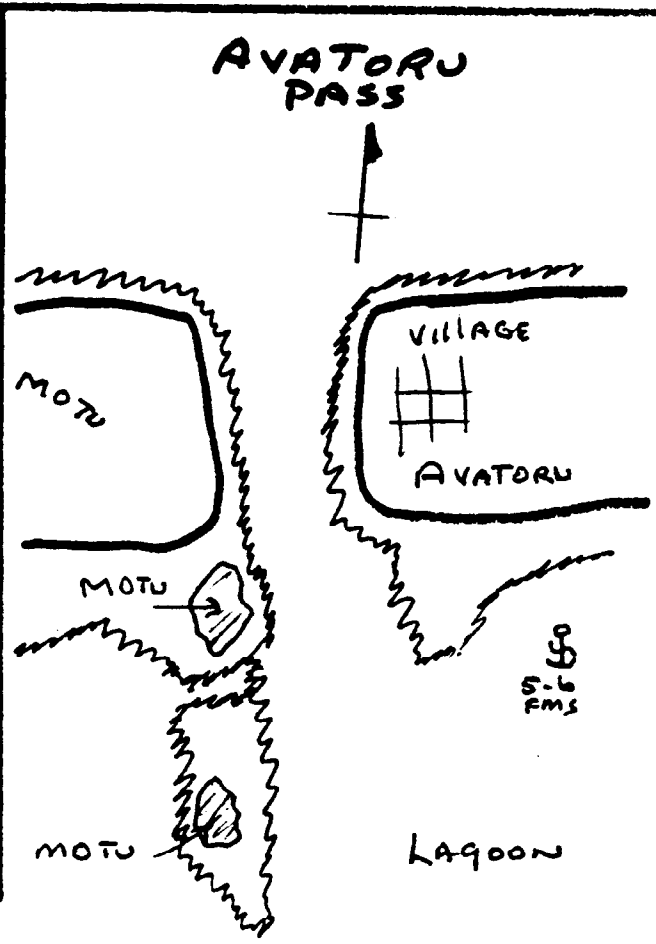
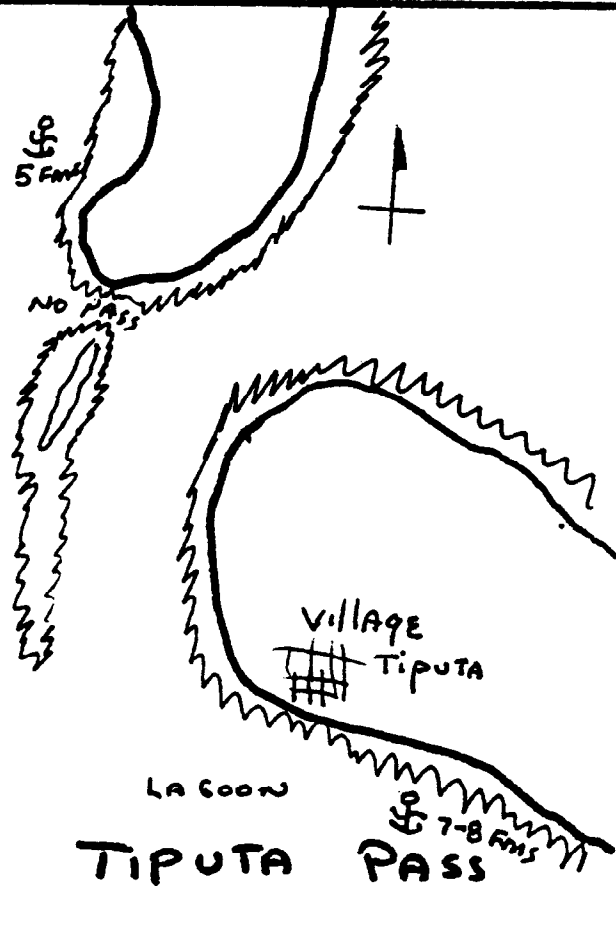
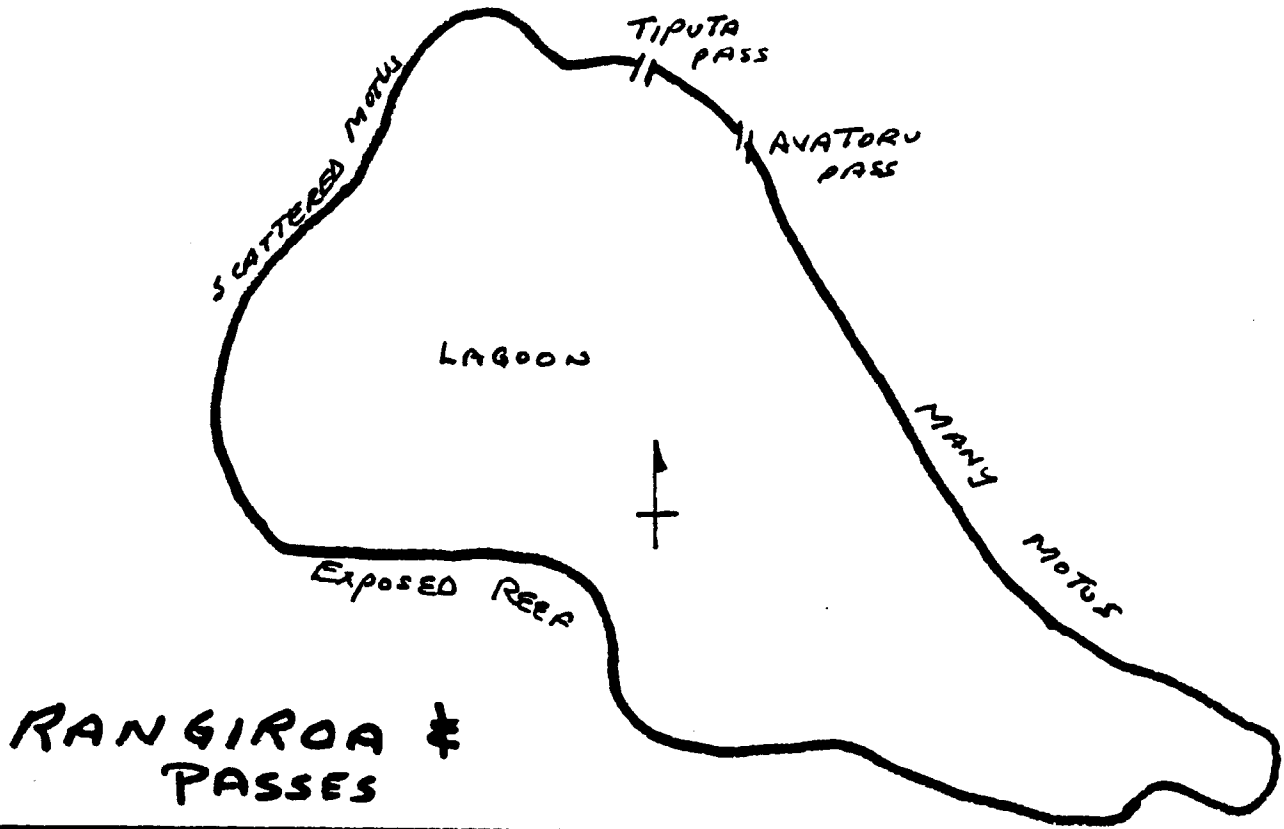
NOTE: I USED A COURSE OF 105°M PASSING SHOAL ON PORT BEAM. IT HAS BEEN REPORTED THAT BEST ENTRANCE NOW IS PASS SHOAL ON STB. BEAM.

also split up and manned each boat to give a hand as additional crew members.

The wind blew 50+ knots, gusting to 65, for three days, and not one boat was lost or damaged thanks to the helping hands of these great people. Anchorage can be made most places in the lagoon; if you are looking for a quiet spot to lie around, try the northern end. The pass is located about 2 miles south of the northwestern point on the western side. There was a shallow spot in the pass just before you enter the lagoon. The local people told me the government was planning to dredge it, so it may or may not still be there. I found 12' near it with a red post marking the shoal. Once inside the lagoon, it is 7-8 miles due south to the village.

The local people call this pass Teireroa; I've also heard it called by another name: Reiani. I'm not sure of the spelling but some charts may show this name or something similar. The current tide correction is the same as for Manihi.

RANGIROA ATOLL: This is the largest atoll of the Tuamotus. Its lagoon runs northwestward and southeastward for over 40 miles and is over 17 miles wide. Most of the activity takes place at the village of Avatoru where the airport, hotel, stores and gendarmerie are. Dinner at the hotel can cost a fair amount (\$20 per person) but if you have been out for 3-4 months it'll most likely seem worth it. There are many anchorages within the lagoon. The two most popular seem to be off the villages that are located in the two passes. There is airline service to the Marquesas, as well as to Tahiti, several times a week. The passes are both on the northern side, about 5 miles apart. Tiputa pass is reported deeper than Avatoru pass and both are suitable for yachts. Tiputa pass is located approximately 7 miles east of the most northwestern point; Avatoru pass is further east.



The following information is provided on several of the atolls that I did not visit but gained the information via copra boat captains, local people and other cruising yachts.

RARAKA ATOLL: ( $16^{\circ} 10'$  south,  $144^{\circ} 55'$  west) There are good people here who see only 3-4 cruising yachts a year. The pass is always almost choppy and dangerous at the ebb. When the southeast trades are strong, the current runs in excess of 8 knots at ebb and 4 knots at flood. Slack water is difficult to define. The anchorage is exposed to strong trades. Be prepared to dive for the anchor rode to untangle it from coral heads.

KAUEHI ATOLL: CAUTION : The pass shown on Chart 83023 does not exist. Somehow, my friends who went there missed the warning in the Sailing Directions and spent 10 hours sailing from Raraka to Kauehi, a distance of 15 miles, pass to pass. Their chart was well used and 10 years old. The correct pass is located at approximately  $15^{\circ} 56.5'$  south,  $145^{\circ} 10.6'$  west and according to the Sailing Directions is called Arikitamiro. Once the pass is located, it is wide open and free of danger. The village is 030<sup>0</sup>M, 8 miles from the pass, and has good sand holding.

TIKEI ATOLL: Approximately  $14^{\circ} 58'$  south,  $144^{\circ} 32.6'$  west, this atoll is locally known for its fishing. A copra boat captain told me that when trade is off on the other atolls and the weather is fair, he goes here and pays for his entire trip by harvesting lobsters that are plentiful on the northwestern side. He anchors just northeast of the southwestern point and stays for 2-3 days, filling his wet-hold with live lobsters.

TIKEHAU ATOLL: Visited by 20-30 boats a year, it is sometimes used as a jumping off point for Hawaii when you don't want to check in with the gendarmes of Rangiroa. The pass is fairly easy to enter and the village is friendly to yachties.

I cruised the Tuamotus singlehanded aboard Esperanza. She is a full keel, 41' ketch drawing 6'. I navigated by sextant and "eyeball". I never creased the bottom, nor did I spend an unscheduled night in passage. I probably spent 20 hours planning my routes in order to use the prevailing southeast trades. I did enter some passes at the ebb and found them very rough but also found relatively calm water on one side or the other.

I wish to recap some information that will make your cruise among these atolls more enjoyable.

The people of the Tuamotus live very simply. Their material wants are few, they love music and are generally religious. In some villages they do not drink (Mormon influence).

In most cases, the cockroaches picked up off the quays were a small price to pay for the involvement with the people. If you tie up at the quay in Tahiti, I can guarantee more cockroaches. I had several jars of boric acid that I spread liberally in drawers, lockers and other storage places. This method is safe and effective; only doses as high as 2 tablespoons ingested at a time will make adults sick.

I anchored bow and stern a couple of times, dropping each anchor on top of large coral heads. I had lines with buoys attached so picking them up was easier. This method avoided the chain from wrapping around coral heads and made life much more livable aboard Esperanza.

If the pass was well protected from the trades, the currents were acceptable to buck as long as the lagoon was not totally surrounded by motus. Ebb current (going to low) lasts twice as long as flood (going to high) and was always more vicious.

When I finally got to Tahiti, I was a bit crazy and had a hard time adjusting to all the noise of civilization again. I also was shocked by the price of all the "goodies".





BORA  
BORA

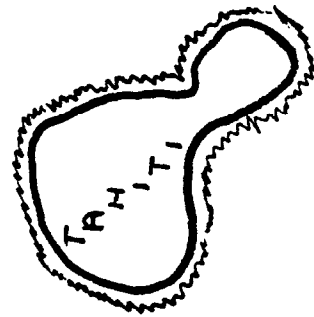


TAHITI

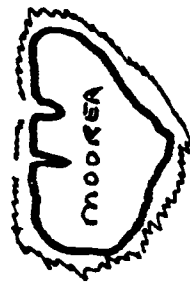


HUAHINE

RAIA TEA



TAHITI



MOOREA

THE SOCIETY ISLANDS

## Chapter XII

### THE SOCIETY ISLANDS

So much has been written on this group that I will leave the flowery passages to others. This is the island group that is a junction of "freeways"; a major thoroughfare from east to west.

When I arrived in Papeete, I spent \$50 on hamburgers, cold milk, pizza, cold milk, apple pie and cold milk in just two days. The cat jumped ship and was last seen disgracing himself with female felines. I also lost two folding bikes that I had carried with me for two years. They were taken on two separate days with the help of bolt cutters to cut the chain and wire that was securing them. Papeete is the place to get your visa extended if you desire or if you have not written ahead of its expiration date. It is also a place to get hauled and/or make repairs and re-provision. If you have an amateur call sign, you may wish to get a French Polynesian one. It is the only place in French Polynesia with an "honest to goodness" fuel dock. The tidal range is about 2 feet high, generally around noon (this doesn't make sense to me but it is a fact).

COMMON SENSE WARNINGS: I know of several yachts sinking due to human error. I will relate three to illustrate unnecessary errors.

WRECK #1: A couple in their 35' sloop decided to sail from Tahiti to Bora Bora direct. They had 10-15 knots of wind from the southeast for the first 20 hours, then the wind died. They floated by Tahaa keeping well off the island but having it in sight most of the night. The wind came up about 0300 local time. They set all sails and were making about 5½ knots when they ran up and onto Motu-iti, located 10 miles north of Bora Bora (they thought they had Bora Bora in sight to the south). Error #1; they made no effort to keep a DR or bearing on anything. Error #2; they were well stocked with charts of the area plus Sailing Directions but they never looked at them.

WRECK #2: Two brothers were sailing their beautiful 38' trimaran from

Huahine to Moorea. They had a fair wind but had to beat. They had two fixes taken from Huahine and thought they had Moorea in sight at 0400 local time. One brother was sleeping below while the other was on watch. The watchkeeper got sleepy and decided to take a short nap at 0445 with the steering vane doing excellent job of maintaining their course. At 0530 they ran up on the reef,  $\frac{1}{2}$  mile west of the pass they were making. With the sails drawing well, the reef tore the bottom off the boat. I saw the boat sitting on the reef and couldn't see any damage until I looked in the cabin and saw the clear water and the reef, like a glass bottom boat. Error: as simple as it sounds, you keep a superior watch your last 20 miles prior to landfall.

WRECK # 3: A couple in their 32' cutter decided to go to Bora Bora from Raiatea fairly late at night. They cleared the pass from Raiatea and lost most of the wind. They floated and ghosted along until about 0300 when they decided they would pull the sails down and heave-to until morning. They knew they were south of Bora Bora from rough bearings. They woke up at 0400 when the boat was grounded on the reef off Bora Bora. They couldn't get the boat off with the engine because of the small seas and the tide, which was ebbing. The boat was on a 30° list. They got off the boat and went to Vaitape on Bora Bora to get help from other yachties. When they finally got back to their boat, she was in 3 feet of water about 10 feet on the reef. She was not holed and appeared to have no damage. The captain went aboard and smelled gas. He assumed the gas came from a small jerry-jug that tipped over. Because the boat was on her side, he had to remove drawers and bunk covers to see how much water was inside the hull. Doing this, he stuck his head down and lit a match. The explosion sent him through the companion-way into the cockpit. He suffered some burns and bruises from his landing. The boat then had a 5' hole and was considered totaled. Error: If you need me to explain the error, I suggest you save your money for a cabin in the mountains and forget boats.

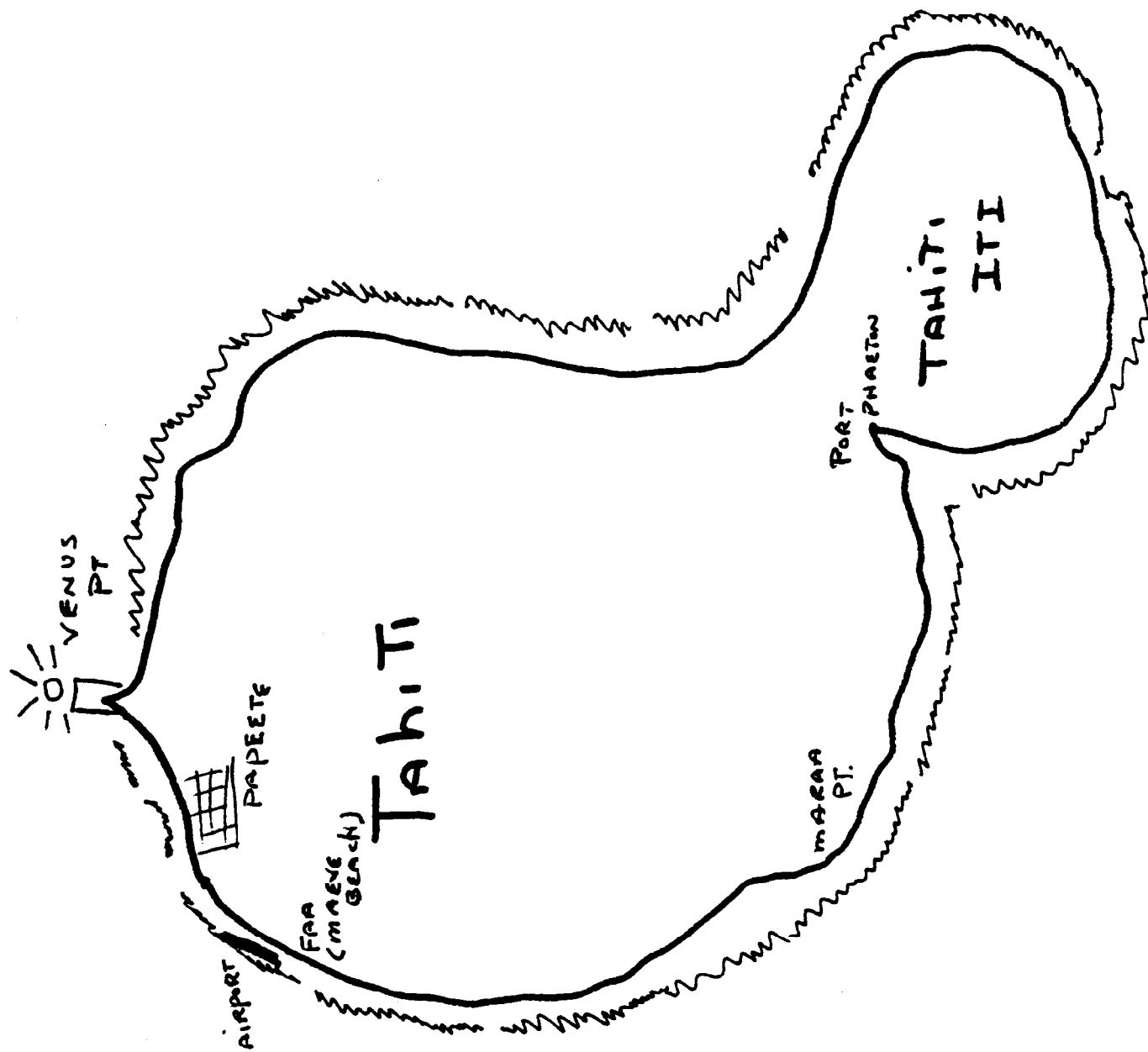
Helpful hint: Buy the beautiful postcards of the Societies that are taken from an airplane. They are extremely handy for making the passes. These postcards are all over in Papeete and cost about 50¢ each.

The islands of this group are weathered extinct volcanoes with barrier reefs surrounding them. Depending on the island, there is at least one easy pass into the lagoon between the reef and island. The High Commissioner of French Polynesia, as well as the French Polynesian Assembly, are both located in Papeete.

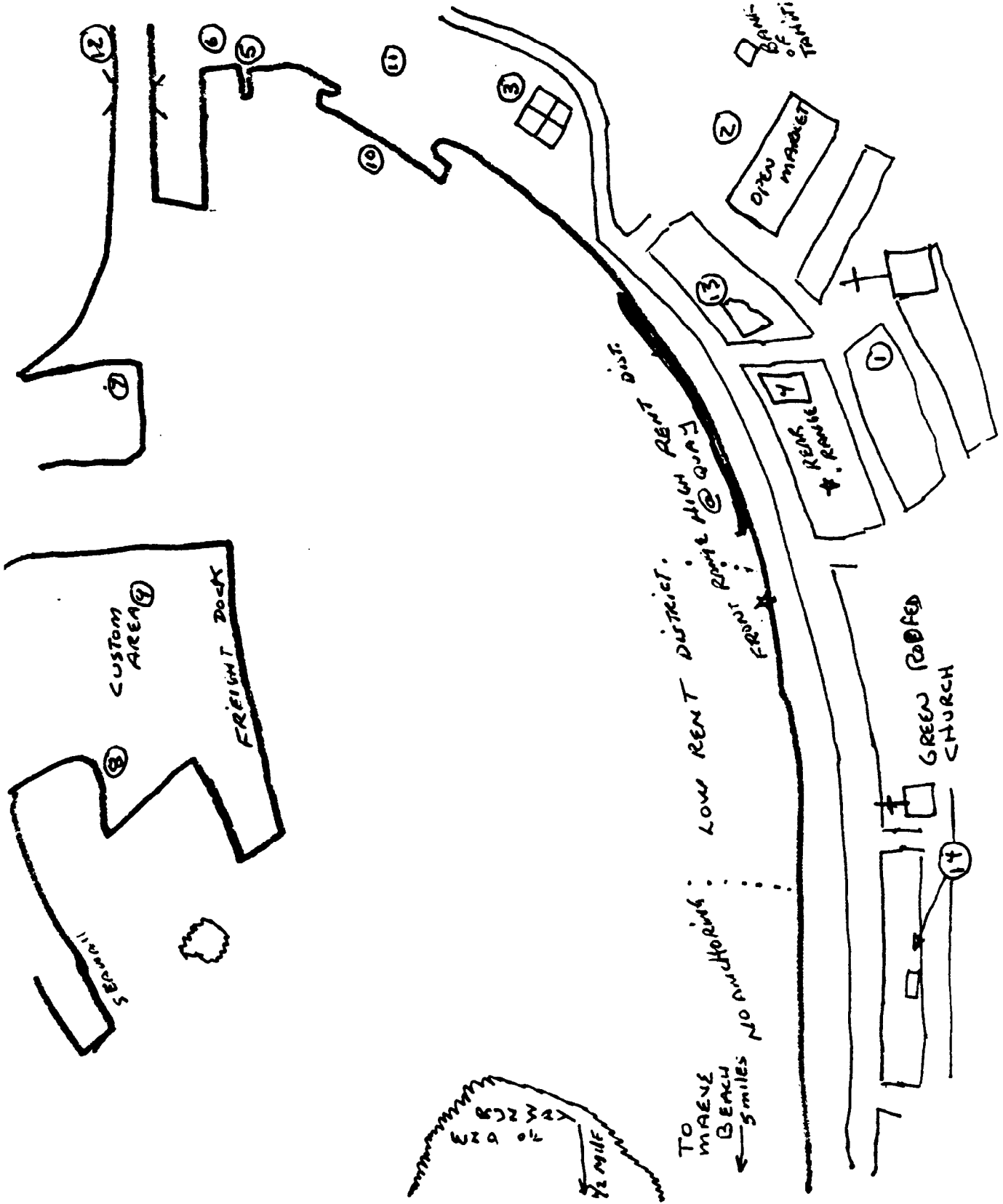
Tahiti has a population of approximately 80,000 of which 60,000 live near Papeete. The Society group as a whole supports a population of about 110,000. There are hospitals on all islands except Moorea and Huahine. There are at least three in Papeete, as well as technical schools and a college. Every island has its own gendarmerie. Copra boat day on Huahine is colorful and the people of Tahaa are the most Polynesian in culture. Besides the copra boats, there are several flights a day connecting the islands with Papeete. Traveling by copra boat is an experience that I would not wish to have. In talking with many travelers that used this mode, they all complained of uncomfortable accommodations consisting of poor ventilation, large amounts of cockroaches and a very rolly passage. If you're in Papeete, go to a local travel agent or direct to the copra boat for reservations. If you're in one of the out-lying islands, go direct to the boat. The cost is about half the air service and takes approximately 20 hours.

Most of the anchorages in the bay are 65' or deeper with mud on coral sand, making excellent holding. The lagoon anchorages are basically sand in 10-20'. My sketches of the Societies are more general because specific anchorages abound withing this group. Most passes are navigable and marked by colored posts or buoys. The lagoon anchorages sometimes are deep but generally you can find a shoal of sand to drop your hook. They are also less susceptible to the flying pests such as mosquitoes and no-see-ums. The bay anchorages are generally closer to villages and also subject to violent gusts of wind. In general, they are also deep but offer good holding. After 3,000 miles and one year I still had the mud/coral of Cooks Bay, Moorea, on my 60 pound CQR (it held me in 50+ knots in 65' with 285' out).

TAHITI: Except for the bright lights of Papeete, this island doesn't really offer what I look for in a Polynesian island. I don't think it is particularly pretty, but I did see it from 65 miles (and a friend saw it at 100 miles). There is a road going almost all the way around the island. You can take a taxi for about \$65 or rent a car for about half that price. As in all the islands, Tahiti's eastern side is extremely wet and the western side is hot and muggy, but not as wet. There is a barrier reef around the island with many passes through it. All passes and channels are marked with the red and black posts and even buoys in Papeete pass. The only working lighthouse I found in all of Polynesia is located at Venus Point and was visible at 25 miles. "Le Truck", a sort of bus, operates out of Papeete but the further you get out, the less frequently it returns. Sundays are almost like a national holiday and the local people sometimes over-indulge making it prudent to conduct business on a Tuesday rather than Monday when they may be suffering from a weekend malady. There are several U.S. citizens living on boats at anchor in Tahiti and are a good source of local knowledge.



# PAPEETE HARBOR



KEY: Papeete Harbor

- 1) Bank of Indc Suez just west of church.
- 2) Open market - 0630 local time, Sundays it's a riot but open almost all day. Also, "Le Truck" leaves from here. One block east of this market is the main branch of Bank of Tahiti.
- 3) The Port Captain's building;
  - a. check in to Immigration first (last office)
  - b. Customs second (northeast corner)
  - c. Port Captain (northwest corner).
- 4) Post Office building;
  - a. to collect mail
  - b. telecommunication office.
- 5) Fuel dock; Best time is after local tuna boats fuel in morning (0800) or before they fuel in afternoon (1530).
- 6) Marine railways; they may haul you out with a crane. You must make arrangements for shoring, etc., with someone else than yard personnel. Check with the local yachts.
- 7) French Navy Yard; you can get many items manufactured here.
- 8) Marine railway and haulout yard - was preferred by most cruising yachts of 40' and less.
- 9) Custom House area: If you have any parts shipped in from outside French Polynesia, this is the area you will pick up your package. If it was mailed, it may be at the Post Office, located in this area and not at the main Post Office. It also may be in the custom warehouse.
- 10) Cruise ship quay - also some copra boats tie up here to check in with Port Captain. I tied up here several different times for overnight stays but always checked with the Port Captain. CAUTION: There are HUGE fenders that you shold butt your boat between, otherwise you will end up 5 feet off the quay.
- 11) Food wagon area - every night of the week there are 15-30 vans that serve all kinds of fairly cheap dinners.
- 12) Butane gas yard - easiest way is via dinghy, tie up just before bridge and carry tank across the road.



KEY: Papeete Harbor continued

13) Vailima Center area;

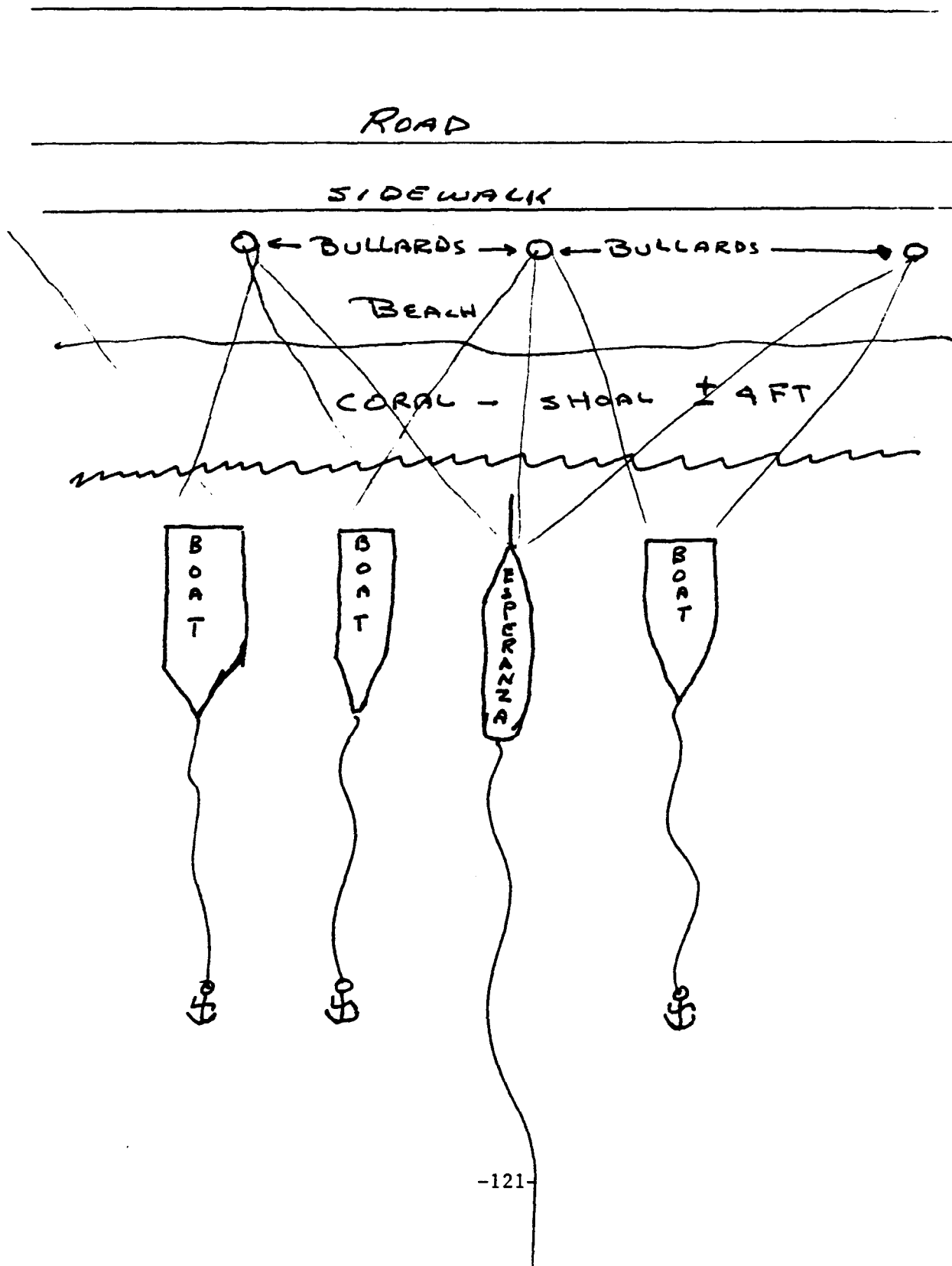
- a. travel agents
- b. Bank of Tahiti
- c. Acajus restaurant

14) Supermarket - on the street behind green roofed church and one block to the west.

ANCHORING IN PAPEETE HARBOR: Low Rent District

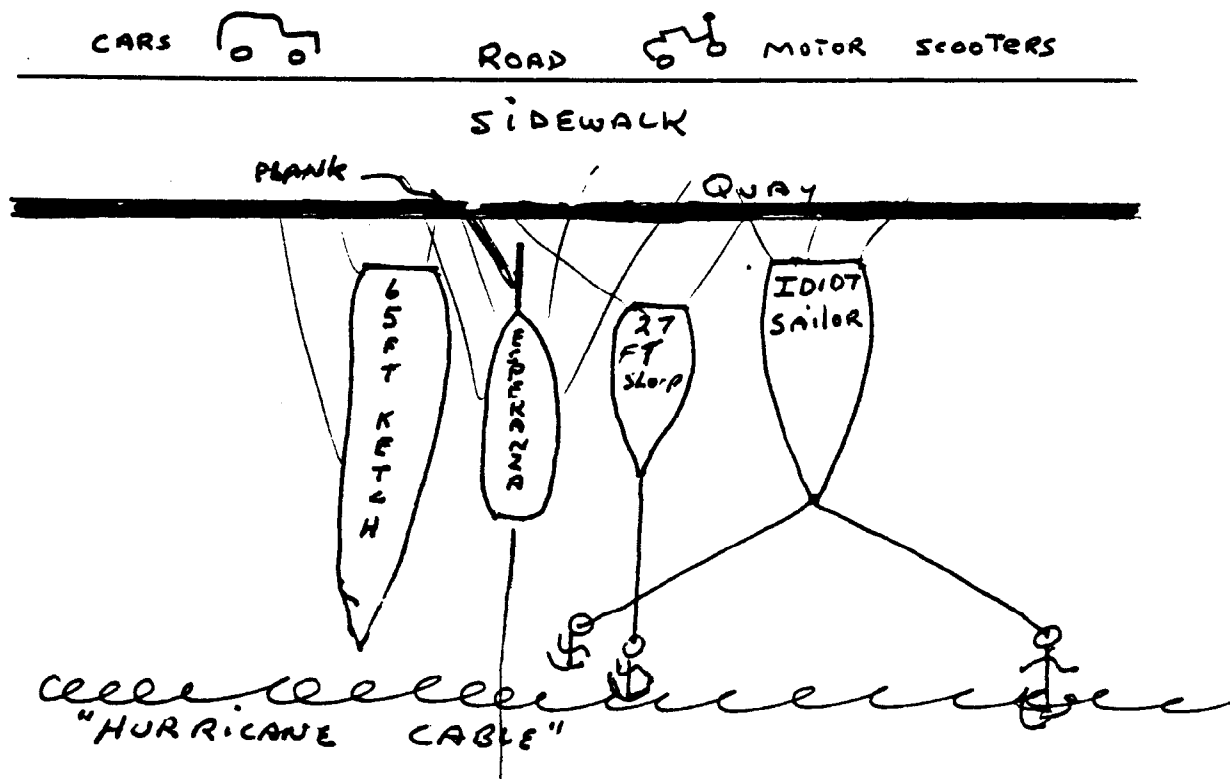
The cost is 50% less than the quay and does not have electricity. Cost for a 40' boat was 75¢ per day. The boundary is from the green roofed church eastward of the first set of range lights. Anchor in 40' of water and back in to within 30' of the beach. Use two lines of 100' each to secure you to bullards on shore. Have your dinghy ready so you may row your lines ashore. Normally the wind comes up about 0930 local time and makes this maneuver difficult. The trick I used was first to anchor way out but in front of where I wished to put the boat. I would use 160 feet of chain and the balance nylon rode. Make extra sure you're set well, then put rode off stern and go in bow first. I generally end up with 250 feet of rode out. This method accomplished two things. I had full control of boat when going into crowded spot and I had privacy from the road, which is located at the water's edge. Generally the low rent district is less crowded than the quay and you will have a boat width of water between you and the next boat. To get to the beach, you use your dinghy. I always buoyed my anchor. This either helped other boats avoid dropping their anchor over my rode or gave them a good target to drop their anchor over my rode! The mess created by anchor rodes intertwining is always a problem here. One of the best ways to avoid this is to ask the other boats where their rodes are. This reduces the chances down to 50%, at least. If your arrival is during July for the fete, I suggest you have a steel boat with antipersonnel spikes projecting for all sides and use a 500 pound lunch hook. Any time of the year, do not anchor out from shore, swinging a single hook. Do not tie up much beyond the church (airport side). The authorities will make you move at inopportune

times (a friend had to move at 0300). Moored here will give you a good sense of time. The church has a clock which chimes every 15 minutes!



ANCHORING IN PAPEETE HARBOR: High Rent District

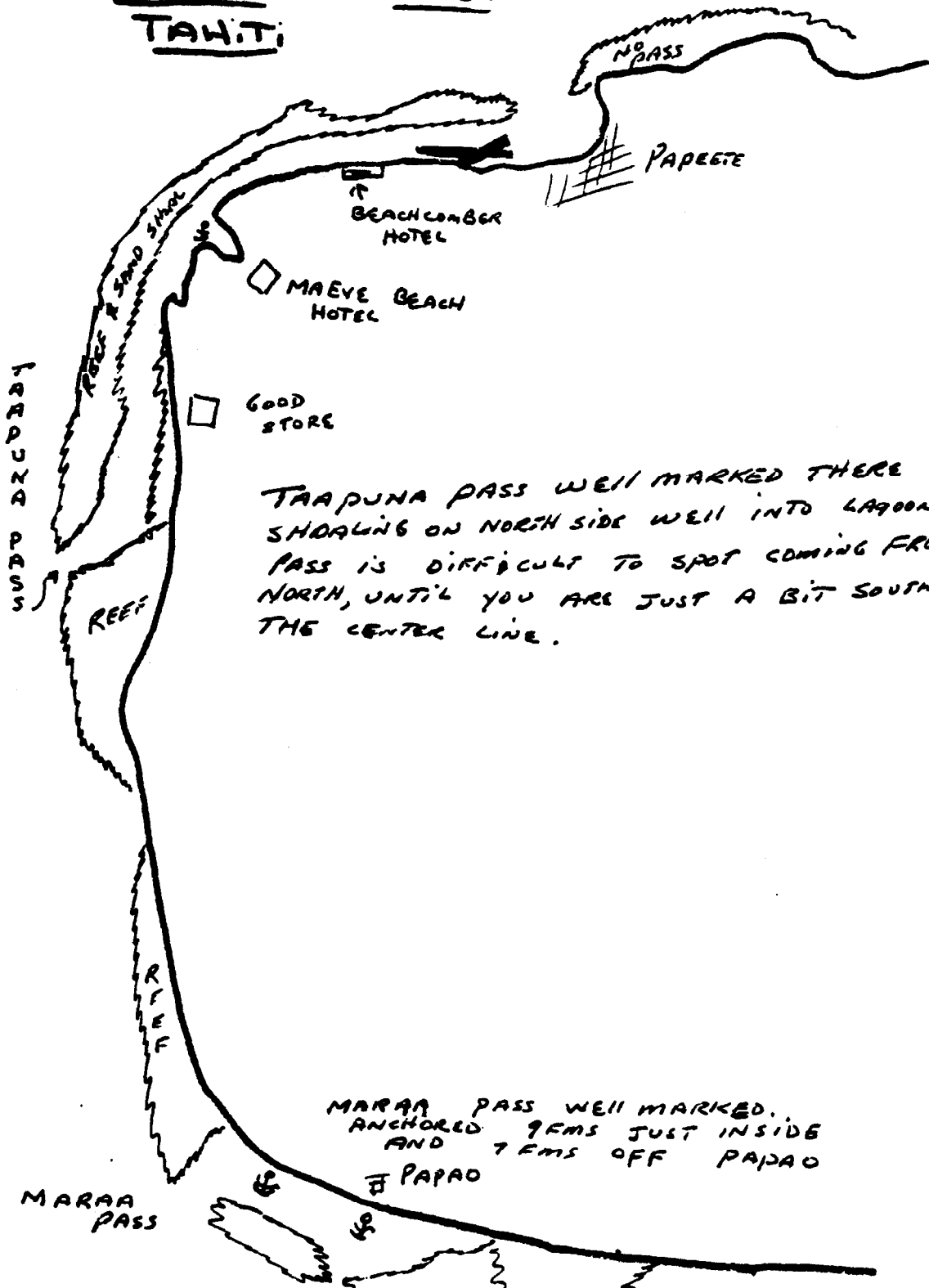
It is crowded at all times of the year. You need fenders, patience and a desire for communal living. I had to tie up to the quay to fulfill one of my dreams. I now think I was insane ever to want to. I was there in November well after the busy season and a couple of days I even had water between me and the next boat. I used the bow-in method and did have more privacy than most of the boats. Getting off Esperanza was a problem. I climbed over the pulpit and on to a plank, which was secured to the bow-sprit. You cannot project any part of your boat on to the sidewalk area. There is water and electricity on the quay. WARNING: be sure to check if the electricity is 120 volts or 220 volts; they are both available. In addition to bow lines, I used lines coming from amid ships in an attempt to reduce the swaying. At best, it is always a mess with anchors and rodes intertwined and lines on quay over and under each other. ANOTHER WARNING: The so-called hurricane cable runs parallel the quay about 100 feet off it. If your anchor gets hooked on it, you will need to dive with a tank in order to get it out. Some boats put out two anchors, thereby assuring maximum problems. I just anchored way out, made sure anchor was well set then ran the rode to my stern and paid it out while I made for a slot. I ended up with 310 feet of total rode out and somehow everybody missed dropping their anchor over it. It seemed most boats would have about 100 feet of rode out in 40 feet of water. This also created the usual problem of dragging.



### CRUISING TAHITI:

I spent half of my sailing time investigating the channels and lagoons on this island. They are so close together that day sailing allows this. I did get into a bit of trouble near Port Phaeton when a gust of wind started to drive me toward the reef. Being alone, I had a Chinese fire drill getting the sails in. You will get introduced to deep anchoring; 10 to 17 fathoms is normal. I went counter-clockwise around the island. Passes and channels were well marked; my only wish was for an "X" on the water to show me the best place to anchor. DO NOT try to gunk hole with this book alone. You need a chart of the island like 83382 or better. The nicest place was Taharoa, located on the north side of Tahiti. There are small stores near almost every anchorage so there really is no problem with long term provisions. Even fuel can be gotten at the "gas stations". If you plan to circumnavigate, allow at least 3-4 weeks to enjoy it. There are two ways out of Papeete Harbor. One is through the main entrance pass and the other is between the reef and the airport. I prefer the so-called airport channel because generally after leaving either the quay or the low rent district, you're really not secured for sea. A leisurely motor or sail down to Maeva Beach including a row ashore and a drink at the bar at the Hotel by the swimming pool should prepare you to get the boat secured for sea.

NORTH WEST COAST  
TAHITI



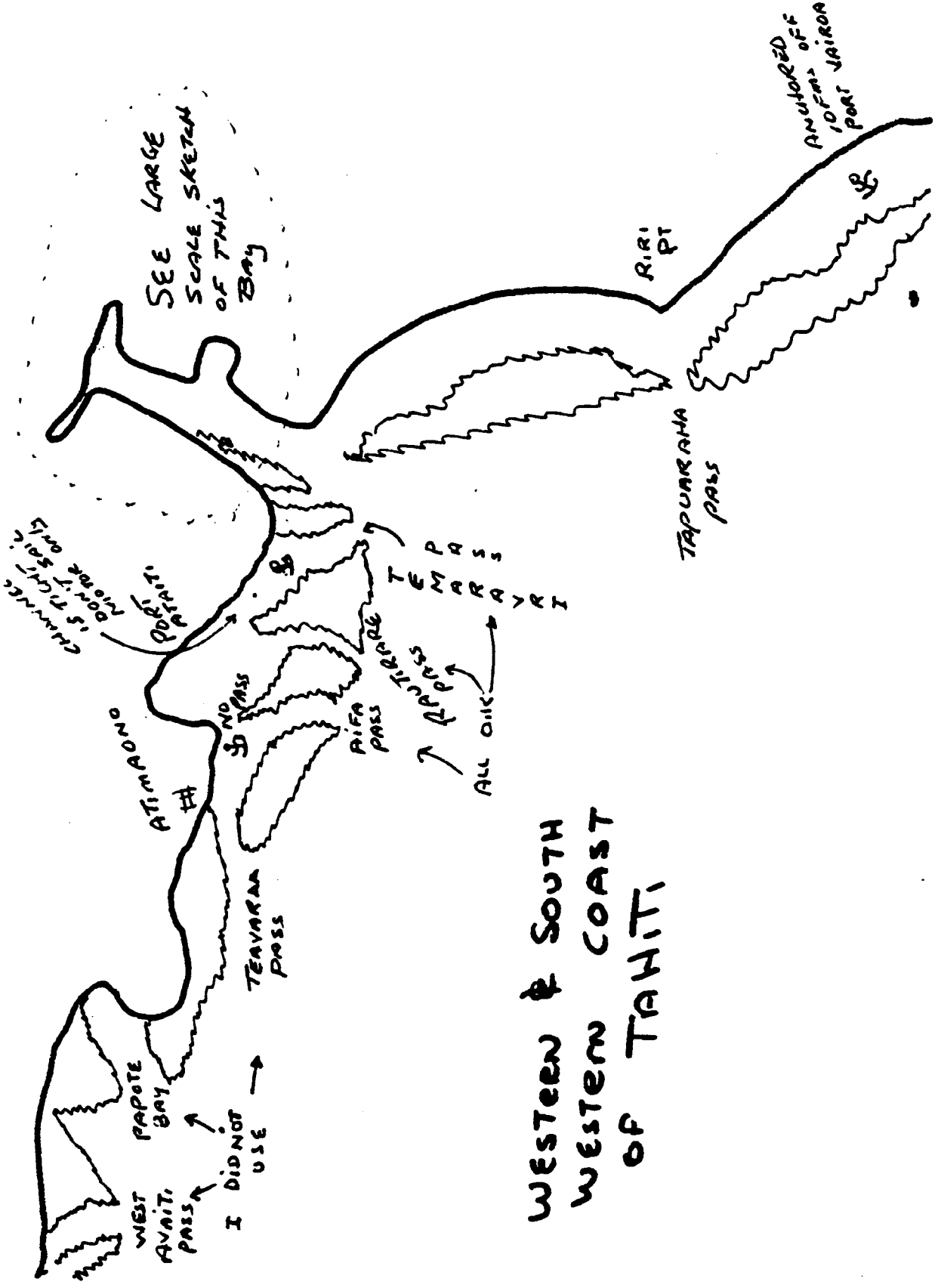
TAAPUNA PASS WELL MARKED THERE IS SHOALING ON NORTH SIDE WELL INTO LAGOON. PASS IS DIFFICULT TO SPOT COMING FROM NORTH, UNTIL YOU ARE JUST A BIT SOUTH OF THE CENTER LINE.

MARAA PASS WELL MARKED. ANCHORED 9 EMS JUST INSIDE AND 7 EMS OFF PAPA

PAPA

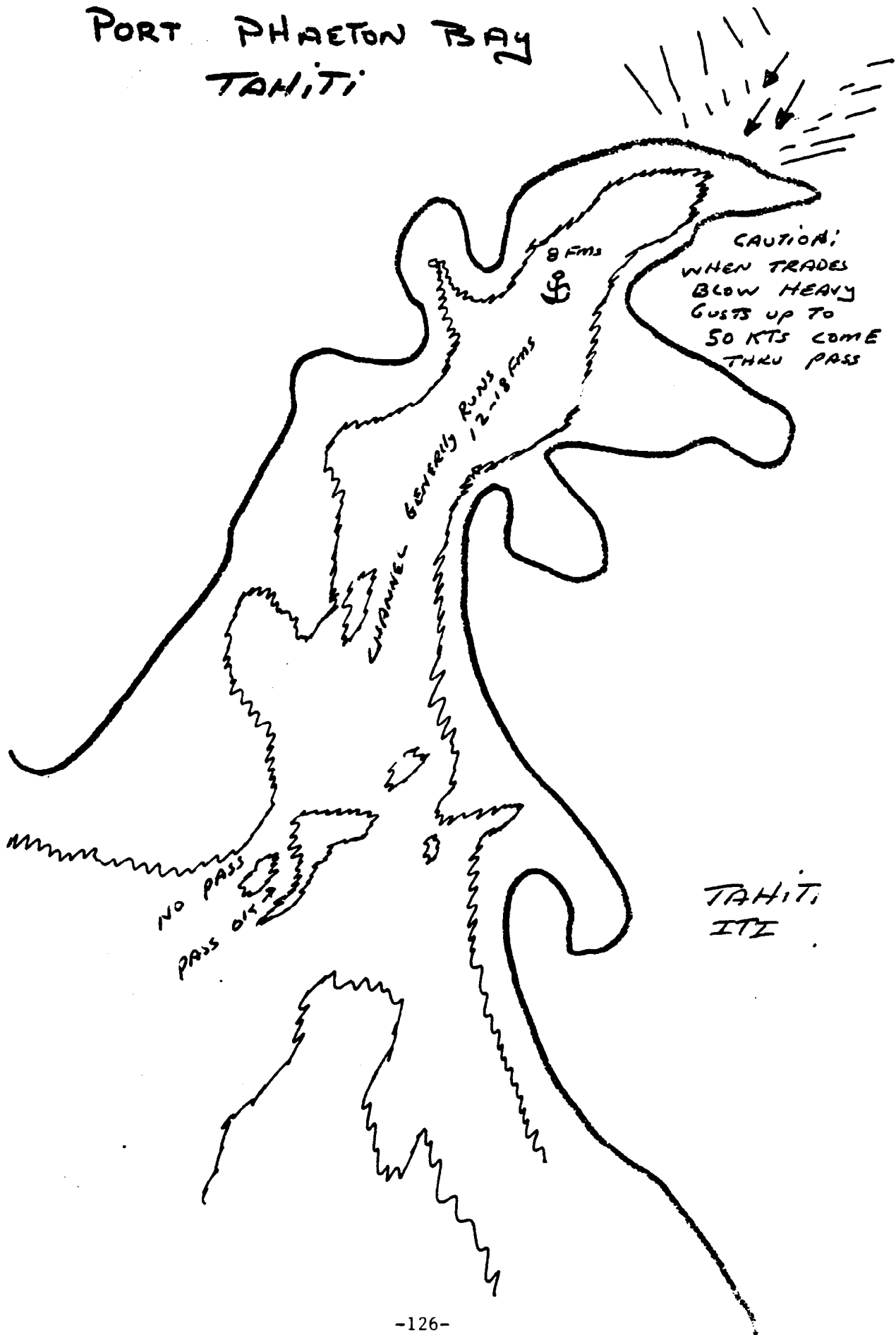
MARAA PASS

I DID NOT USE THESE PASSES

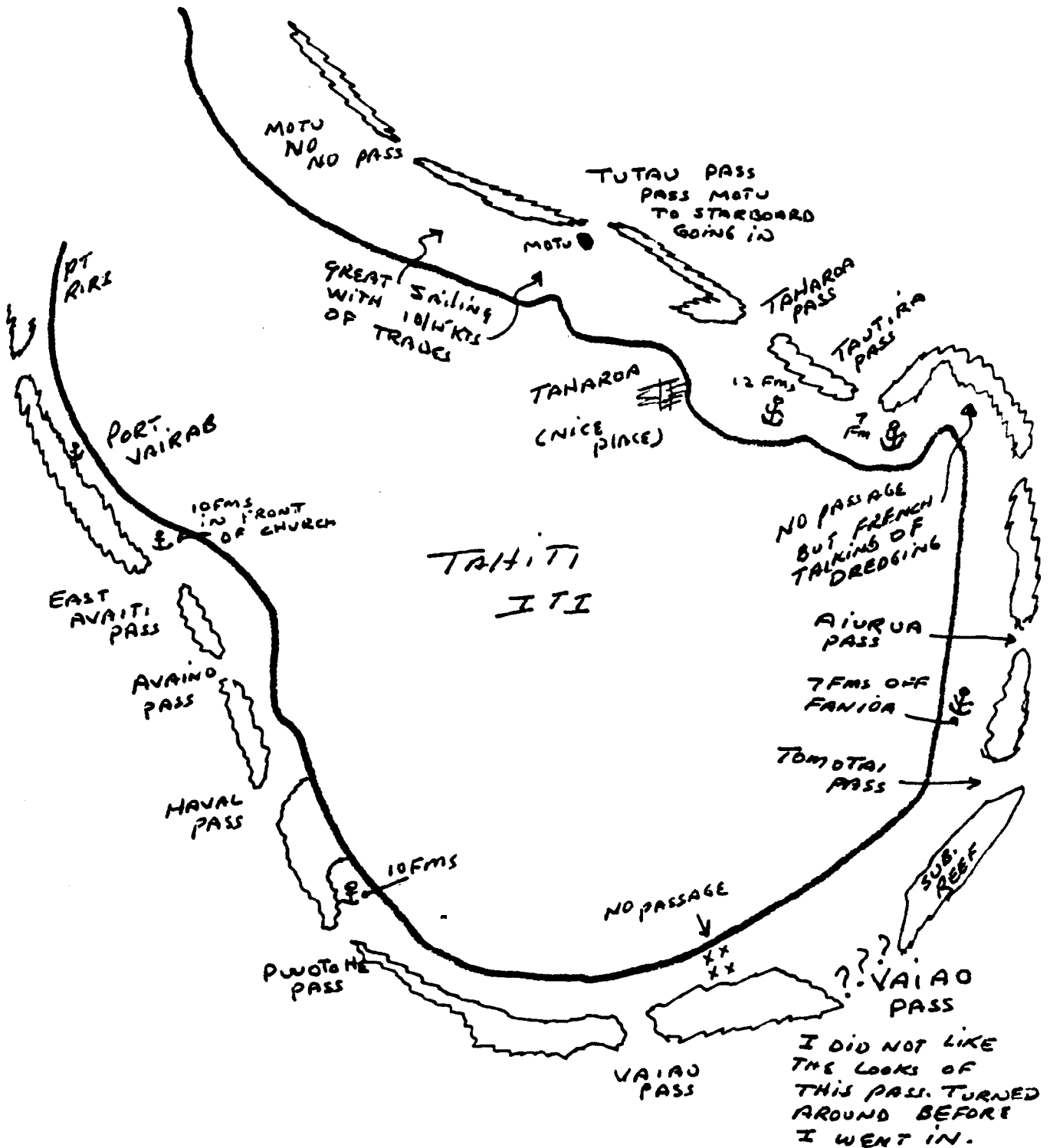


WESTERN & SOUTH  
WESTERN COAST  
OF TAHITI

PORT PHAETON BAY  
TAHITI

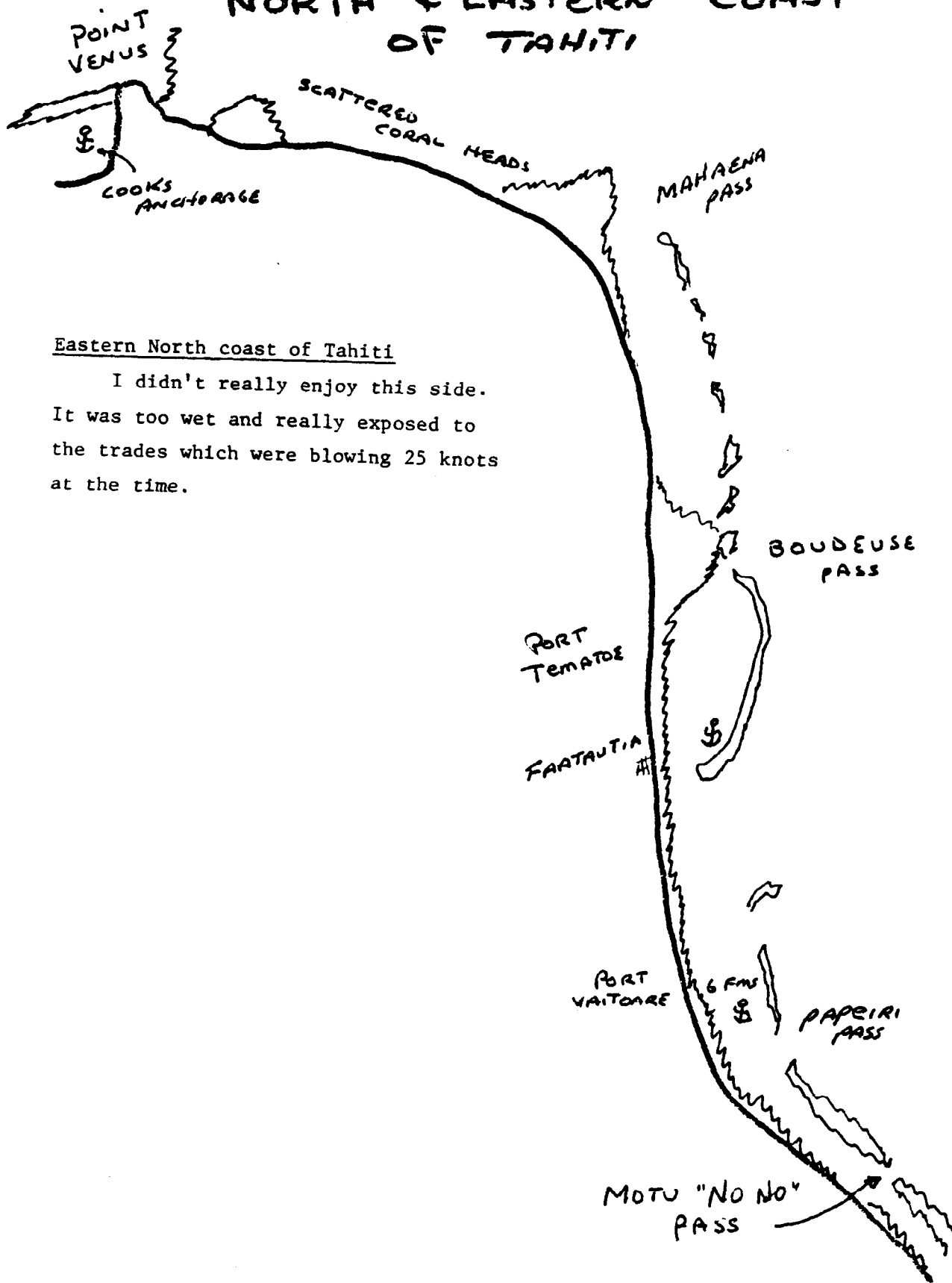


# SOUTH COAST TAHITI



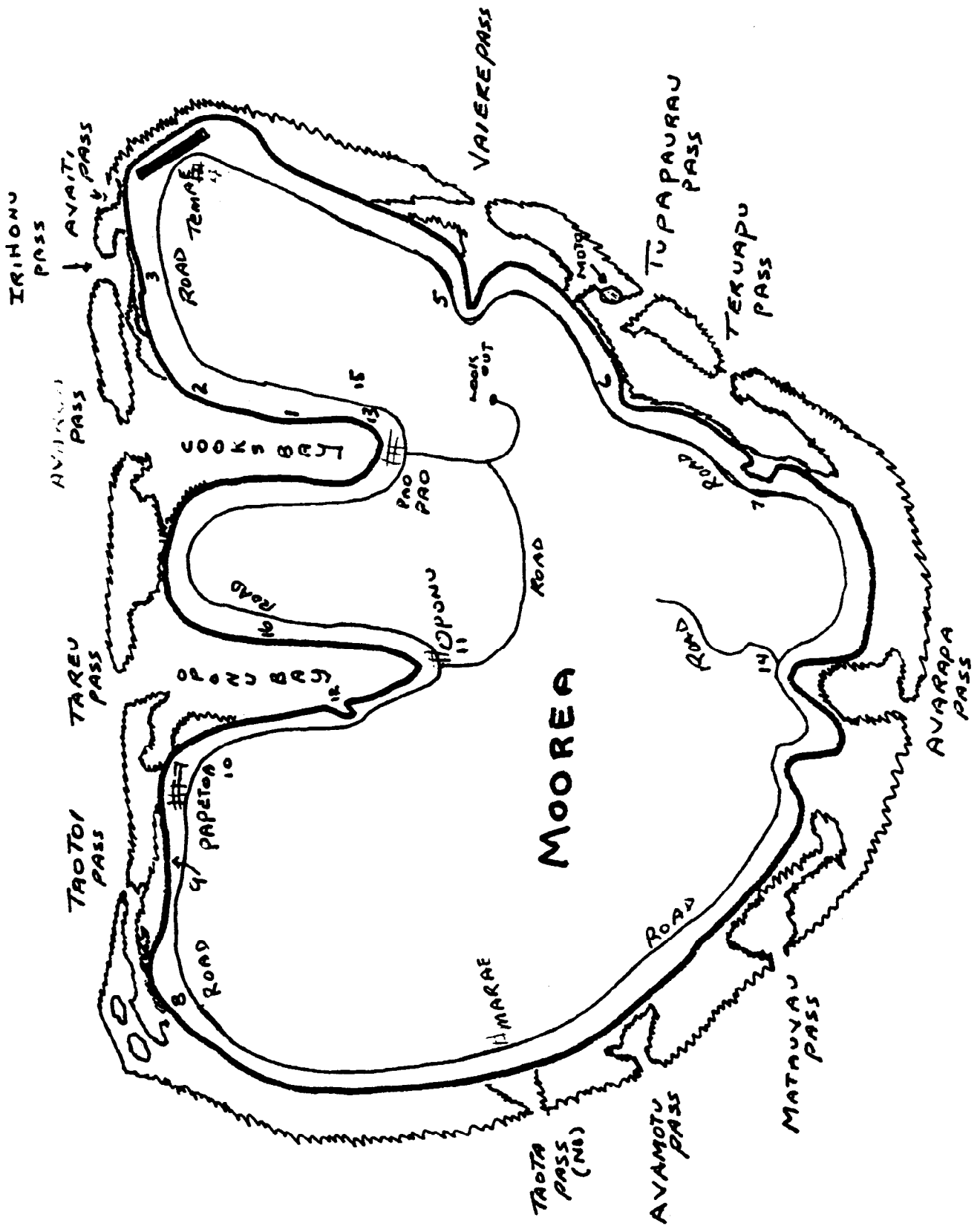


# NORTH & EASTERN COAST OF TAHITI



## Eastern North coast of Tahiti

I didn't really enjoy this side. It was too wet and really exposed to the trades which were blowing 25 knots at the time.



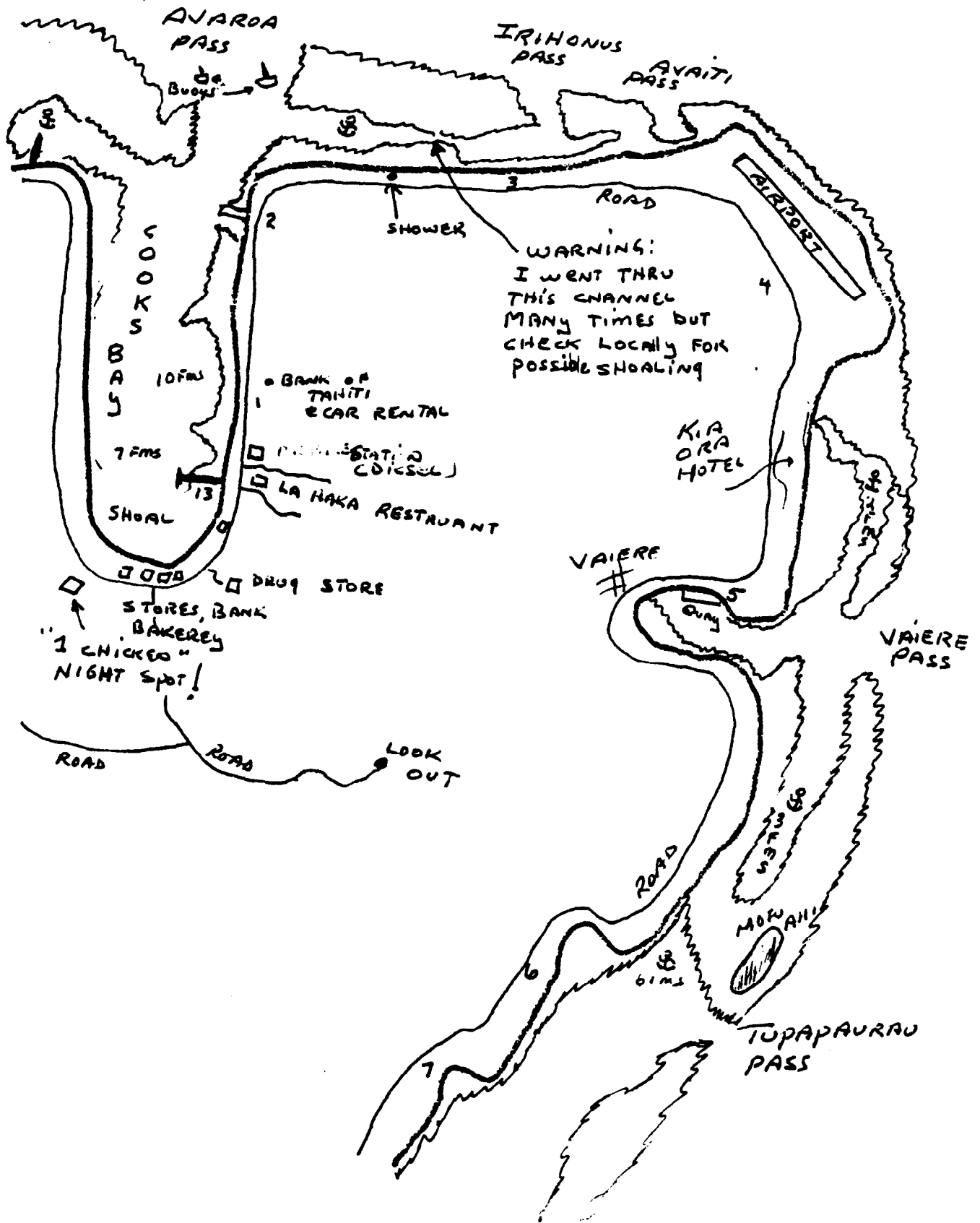
MOOREA: This island is my favorite of the group. It is close to Tahiti, much quieter and much more scenic. If I were to rate the major islands of the Societies in descending order of my preference it would go like this: Moorea, Raiatea, Tahaa, Huahine, Tahiti and Bora Bora. From Moorea you can sail, fly or take a ferry to Tahiti for whatever business you may have there. It offers quiet lagoon anchorages, spectacular peaks and generally nice people. You do not have to check in at the gendarmerie which is located on the eastern side near Putoa. One problem on this island is receiving mail; local hotels may hold it for you. There are two or three post offices, all fairly inconvenient to get to. One is on the northeastern end near the airport at Temae, another is at Papetoai near the northwestern end point of Oponu Bay and the third's location I am unsure of. You can rent a car or a Moped to drive around the island. Pack a picnic lunch and pick a quiet spot to break up the 35 mile drive.

Key to Moorea map:

- 1) Old Aimeo Hotel (now a Bali Hai), car rental and Bank of Tahiti
- 2) Keki III ferry landing
- 3) Bali Hai Hotel
- 4) Post office
- 5) Vaiere copra and ferry landing
- 6) Gendarmerie
- 7) I can't remember the name, it's the quaintest hotel in French Polynesia
- 8) Club Med (great if you carry mega-bucks)
- 9) Hotel Ora Ora (they possibly have changed the name since)
- 10) Papetoai- has quay convenient for mail pick up at the post office
- 11) Oponu fresh water shrimp farm
- 12) Robinson's Cove- a local live aboard anchorage
- 13) Pao Pao copra boat quay
- 14) There may be a post office at this village
- 15) Michael's garage- for diesel work
- 16) Ye Olde Rum Store - bring your own jerry jug and an iron stomach

The lagoon anchorages can always be made in 10-20' sand with some coral. The bay anchorages are 65-85' deep except at their heads where there is shoaling from the streams. Watch out for the shoaling because you can be in 45' one

# NORTH EASTERN MOOREA



minute and in 10' the next. All passes and channels are marked and some that are marked are for small boats only. Fresh bread is baked on the island and most of the stores carry it. Prices are slightly higher than in Papeete. Car rental cost is about \$40 per day and a Moped is about \$15. On the following sketches I have indicated only places where I have anchored. There are so many different spots to enjoy on the island, just pick one!

Vaiere Pass & vicinity: This is a very wide pass. You can tie to the pass as long as there isn't a copra boat in. I anchored up the channel north of the pass, opposite the schooner which at that time was a nightclub.

Avatai Pass & vicinity: This pass is narrow and poorly marked; I quickly went in and out. It, instead of Irihonus pass, should be marked dangerous on the chart. There is an anchorage here, but I could not see the reason to use it when the lagoon anchorage by Cooks was so close.

Irihonus Pass & vicinity: I don't understand why this pass is marked dangerous on the chart unless it has been improved since 1885. The pass is a bit tricky but caused me no real problems. I anchored off Bali Hai hotel in 10 fathoms sand. They really didn't like me to be there but I went ashore and spent some money on cold beer - then they didn't frown so much! The depth in the anchorage goes from 10 fathoms to less than 1 fathom in 10'! The hotel here has a private quay to which you may tie with permission. The channel between the hotel and Cook's Bay may be shoaled from the hurricanes in 1983.

I used this 12' wide channel many times and had great fun in doing so; the channel depth is 12' for a width of 5', then decreases to 5' in depth. The best chart in the world would not replace proper sunlight and a pair of eyes. Try it slowly, 2-3 knots. It's really fun to look over the side and see the bottom 2' below the surface!

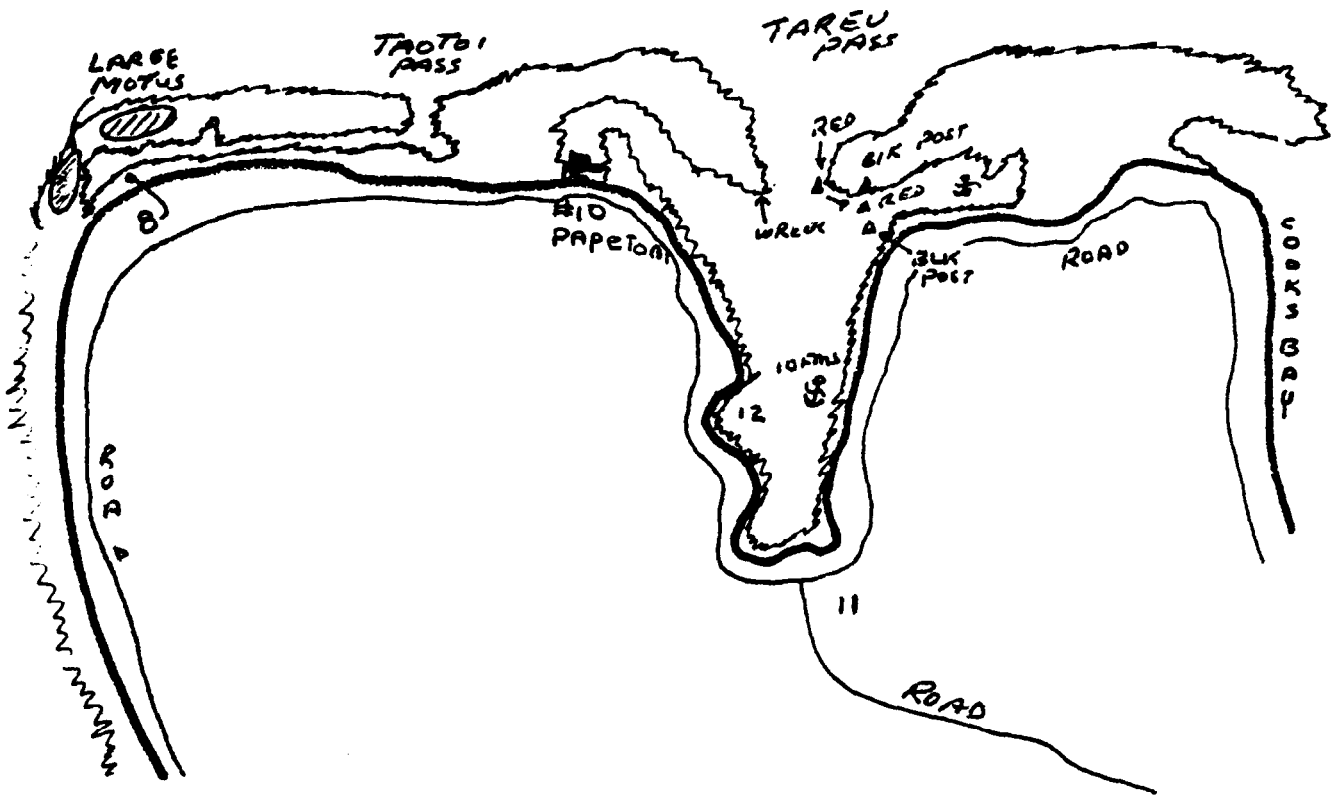
Cook's Bay & Avaroa Pass: Avaroa pass is used by the cruise ships, so it is spacious enough for a 30-50' sailboat; it is 20+ fathoms deep, and marked by buoys and posts. The anchorages to the east and west are quiet with excellent sand holding in 1½ - 2 fathoms. I took the opportunity in these lagoon anchorages to measure Esperanza's draft accurately. I was anchored in 10',

so I took a lead line, tied it to the boat rail so the lead was barely touching the bottom, carefully marked the line at waterline and measured. I then dove down and stood on the bottom with my back braced on the keel and used the leadline to measure the distance from keel to bottom. The total, less clearance, equals the draft. I found I was 6" less than the glossy brochure that was given to me when I bought her.

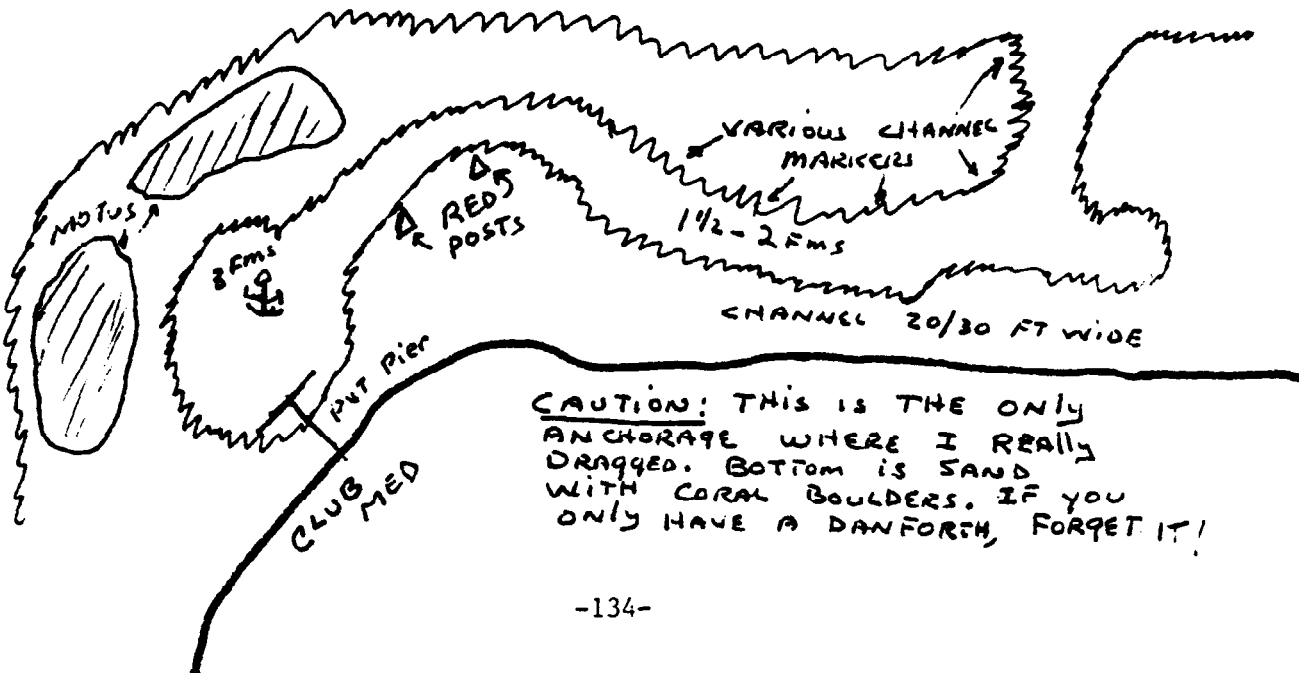
The channels to these anchorages are 6-8 fathoms deep with coral reefs on the land side. The bottom shoals out from the deep part fairly rapidly and maintains a 1-2 fathom depth for 60-100' before it further shoals out to  $\frac{1}{2}$  fathom and coral heads. The lagoon anchorage on the western side of the pass is better protected from the strong trades but does not have the fresh water shower and stores nearby that the eastern side does.

Cook's Bay is a deep water anchorage running north and south for  $1\frac{1}{2}$  miles. It is steep sided with a valley at its head that will cause southerly winds to intensify down the bay by a factor of  $1\frac{1}{2}$  (for example, 30 knots will equal 45 knots), but if the wind is moderate, it is dead calm in the bay. I would definitely recommend you come into the bay, tie up at the quay or anchor off the old Amieo Hotel (called Bali Hai Cabanas). If Helmut and Annie are still there, look them up, they are super people and also yachties who came from Germany and decided to stay in Moorea. If you are a ham operator, Helmut's call is FOØEKY. It may be possible to have mail sent here, but check on it first. If you tie to the quay be prepared for cockroaches, also check when the local ferry comes in so you're not taking its place. The couple who own "La Haka", a Chinese/French restaurant, are extremely nice. Fresh water can be had either at the Bali Hai or at the quay. Due to the depth of the water and the mud from the many streams emptying into the bay, visibility is only 5' at best. Be cautious when near the shore, especially near the bay southwards of the hotel; there are many outcroppings of coral here.

# NORTH WESTERN MOOREA



## TAOTOI PASS (CLUB MED.)



**CAUTION: THIS IS THE ONLY ANCHORAGE WHERE I REALLY DRAGGED. BOTTOM IS SAND WITH CORAL BOULDERS. IF YOU ONLY HAVE A DANFORTH, FORGET IT!**

Oponu Bay & Lagoon Anchorage: Tareu pass is wide and clear of any dangers. There is a reef and remains of a wreck on the starboard side, 3/4 of the way through the pass; entry heading is 150°. In making for the port lagoon anchorage, I became confused with the channel markers and the pass markers. In the pass, leave a red post on your port side, then leave the next two black posts to your port. The channel is after the second black post and between the red post close to shore on your starboard side. This may sound confusing but it really isn't. Just make sure you don't enter the pass and channel before 1000. I broke all the rules by leaving the Club Med anchorage at 0700, making the lagoon anchorage by 0830. I missed the channel into the lagoon and went between the two black posts. I didn't touch bottom, but came too close. The sun was right on my bow just coming over the mountains all the time. I much prefer the lagoons of Cook's Bay to these, but I wanted to try all of them. You will feel the swell in Oponu lagoon anchorages. Deeper into the bay offers many places to anchor. Robinson's Cove is the most favored spot but it is normally crowded with resident yachties. I anchored off the art gallery on the eastern shore and got permission to run a line to a coconut tree on shore. Be very careful to avoid putting your stern on the reef which fringes the shore. The channel leading to the quay at Papetoai is fairly wide but does wind a bit. The quay was built but never used. It is always best to get permission to tie up for any length of time (from the mayor). Water, fuel and post office services are a short walk away from the quay.

Club Med Anchorage & Channel: The pass is fairly well marked. The entrance course is southerly. There is a very small turning basin on the eastern side where the channel turns west. I made the mistake of trying to sail into the pass with the trades blowing 20-25. I just about ran out of room trying to get the sails in and maintain some sort of station, but finally successfully went through the channel with bare poles, the engine in neutral, making 3 knots.

This channel is fairly narrow but a minimum of 12' deep. With the sun at your back, eyeball navigation is easy. I tended to stay more to the port side going in - just do it slowly. The holding off Club Med is marginal, with a layer of sand over coral and coral boulders that make it hard to properly set

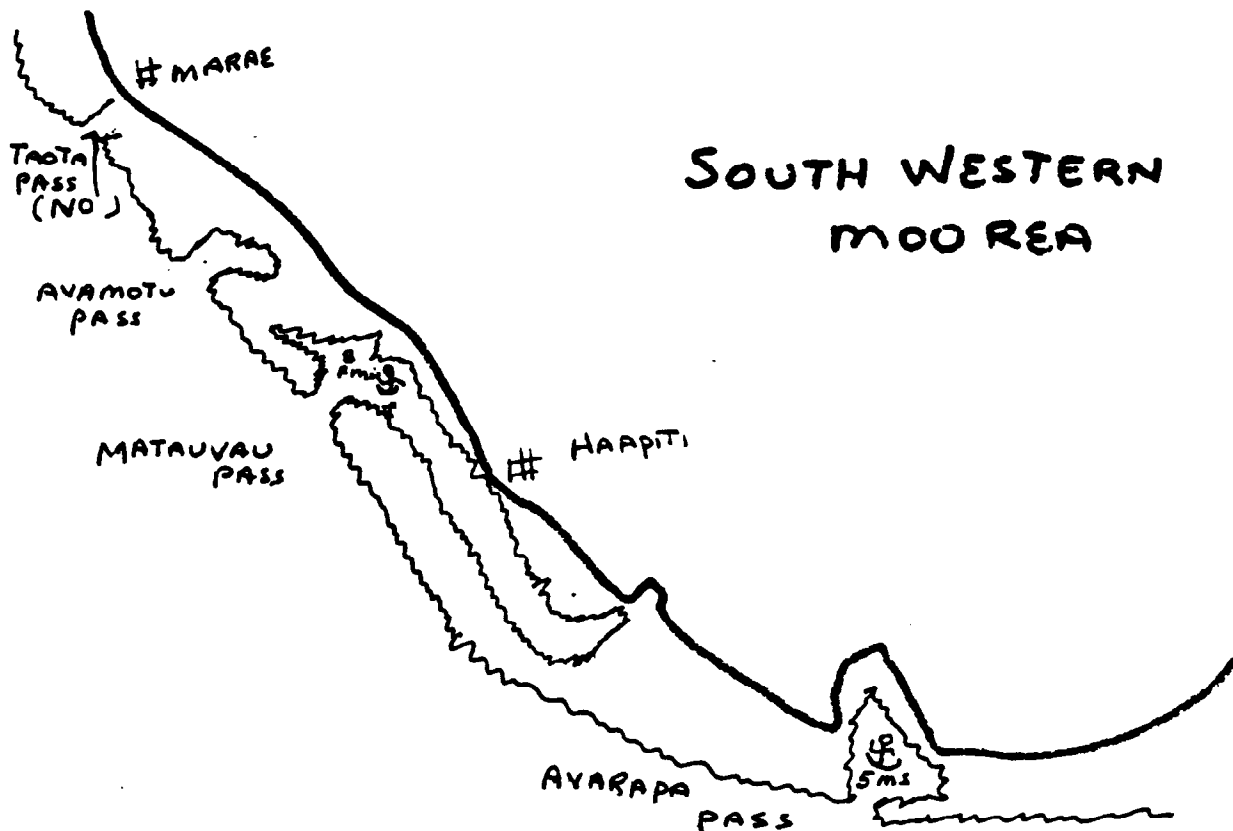


your anchor. I generally dropped both bow anchors and put out a stern that kept me from swinging into coral heads and the reef on the northern side of the anchorage. Club Med runs outriggers and charter boats from their pier, so don't get close to it. I received a mixed reception there. The first time I bought a ticket to their Tahitian feast (\$24) and a packet of beads for drinks I was welcomed as long as I only mingled with their guests during dinner and cocktail hours. The second time, they asked me to leave. Their Tahitian feast is a fantasy land: I've never seen so much food so well prepared in my life. Their lunches are also great. I always dressed in sparkling clean shorts and shirt. Ask permission from the "chief of the village", he speaks about 7 different languages. If I had not been alone, I may have been more welcomed there. I have heard of some yachties trying to "crash" the place but on most occasions they were promptly thrown out by the many security guards.

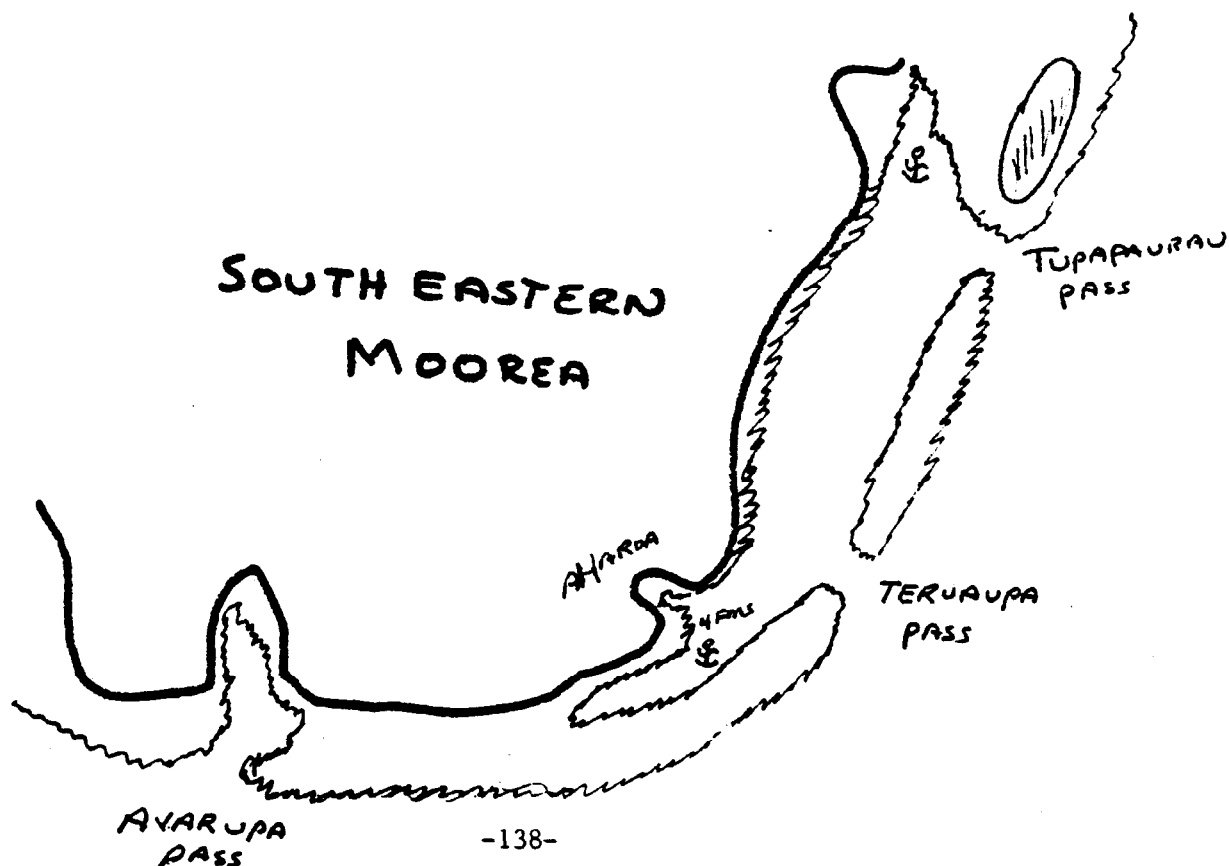
Taota Pass: I passed by this one as I was told conflicting reports about the depth of the shoal blocking the pass. The day I sailed by, surf was breaking heavily off it - why take a chance when there are so many clear passes?

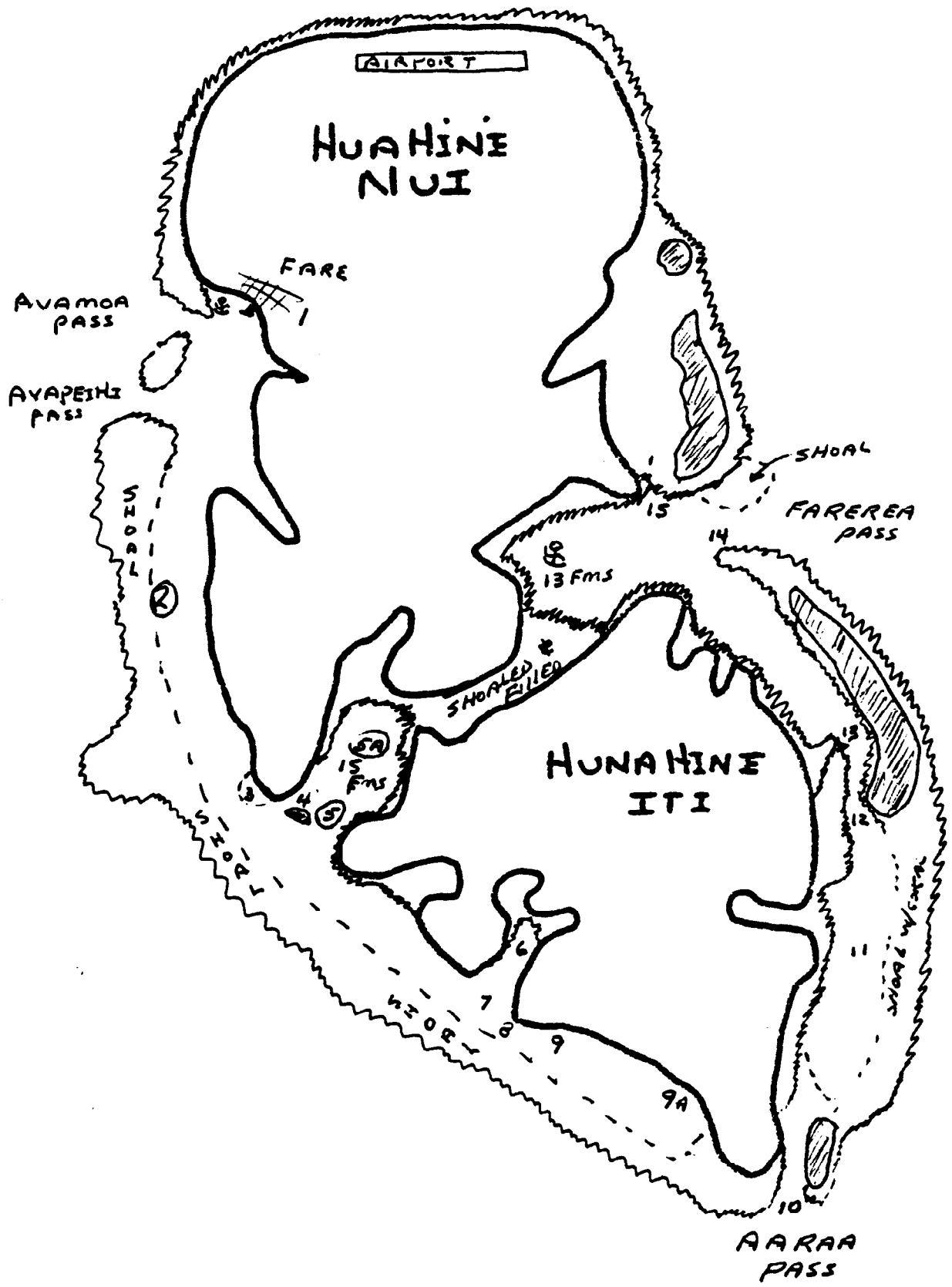
Avamotu & Matauvau Passes: The Avamotu pass is fairly narrow and has a 15' shoal near its entrance. The pass is marked with posts. I didn't anchor in the lagoon but went in and out. I found too many coral heads inside for my liking, so I sailed on for Matauvau pass, and anchored in a lagoon in 8 fathoms of sand holding. There are many houses along the road, and at the village of Haapiti you'll see the red-roofed church(!). I waited until morning to explore the channel further south. It dead ends, but there is plenty of room to turn around.

Avarapa Pass: This pass is wide, with some coral heads clearly marked on the port (west) side. The shallowest depth was 22' at the entrance. Anchorages in the bay were nice but offered little protection from heavy tradewinds. I anchored in 3 fathoms near the head of the bay and 5 fathoms in the middle, some coral but mostly mud and sand bottom. Landing a dinghy is always a bit difficult, trying to avoid the sharp coral that is just offshore. I got in the habit of wearing an old pair of tennis shoes for shallow water wading, but unfortunately, a local wanted them more than I did. As in all of these anchorages, there are a few houses and a store nearby. If you wish, just stick out your thumb and you'll get a ride. One time, I thought I was headed in the right direction for a store but was not. It turned out to be a half mile the other direction. I started to hitch-hike and ended up going all the way around the island before I got my bread and cheese.



Teraupa Pass: This one is wide, with deep water all the way in. The channel inside the pass going south is open and fairly well marked. Be sure to turn around when you're in deep enough water because at the end it really shallows out. I did not know this, and had to back up for about  $\frac{1}{2}$  mile - thankfully the trades were light that day, or I'd be there yet!. Esperanza draws 6', is 41' at deck and has a full keel; she backs about as easily as a mule in a harness. I anchored about halfway down the southern channel in 4 fathoms in sand. The next day, the trades came up, so I ducked behind the motu just inside Tupapaurau pass and got some protection. Whenever I passed Tupaurau there was white water across it, so I never did use this one. I have talked with several others who have entered this pass; as long as the trades are less than 20-25 knots, it is okay. The village of Putoa was rather quaint; I tried to anchor off it in 5 fathoms for the day but the exposure through the pass proved too rough, so I returned to the protected motu anchorage.



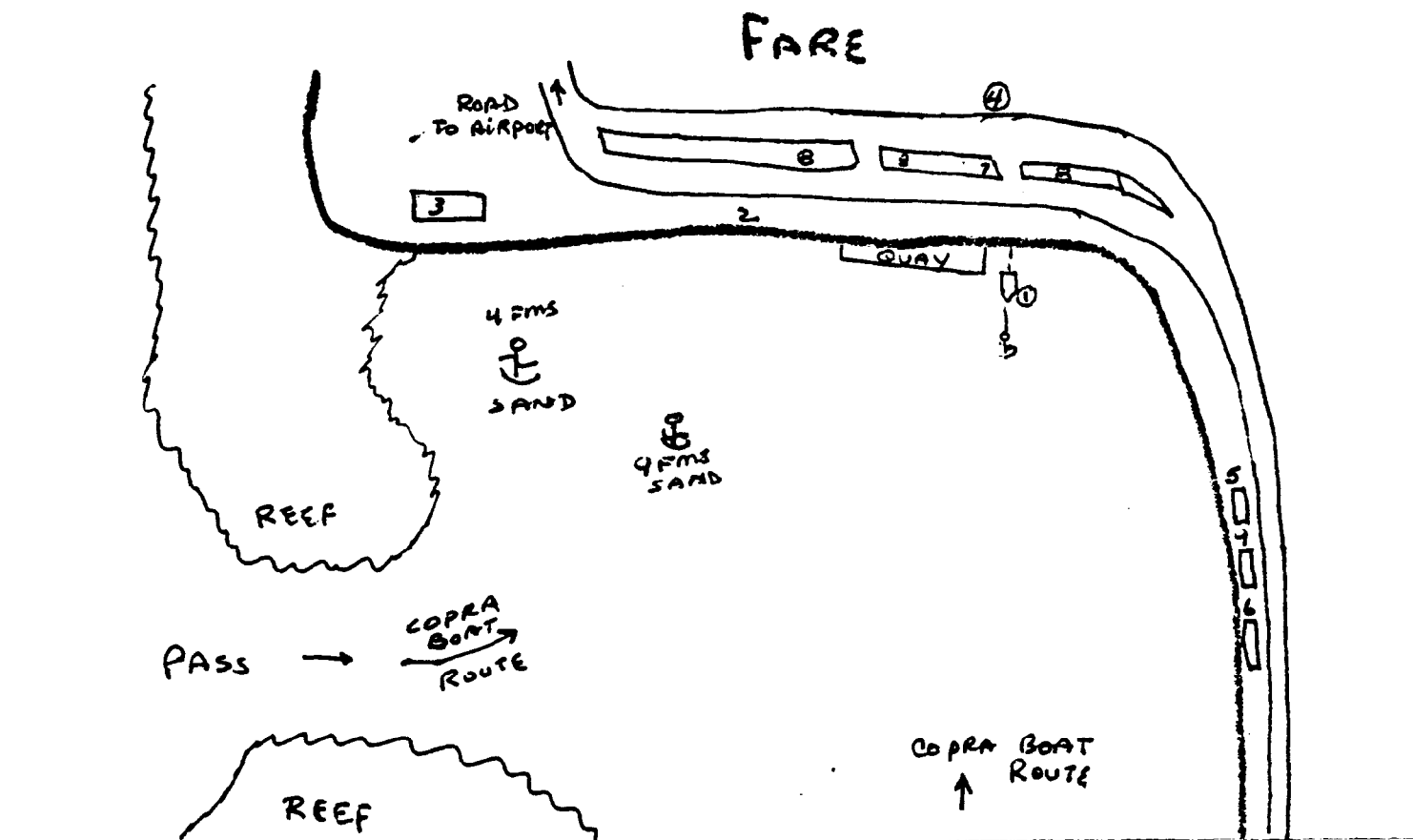


## Key to Sketch of Huahine

- 1) village of Fare - see additional information on following pages
- 2) Lagoon anchorage, 2-3 fathoms. Make sure you don't drop your hook on the down-slope of the bottom or you'll float right off into DEEP water.
- 3) Easy to find 2 fathoms anchorage
- 4) NO-NO PASS (my name) into Bourayne Bay
- 5) YES-YES PASS (my name again) into Bourayne Bay
- 5a) Bourayne Bay - deep and hot. If trades are blowing, the velocity coming between the two islands is sometimes very gusty.
- 6) Deep bay; nice for a lunch stop but why anchor in 10 fathoms when you can anchor in the lagoon in 2 fathoms?
- 7) Nice channel with many anchorages.
- 8) I knew of smaller boats that went further south; I did not.
- 9) Channel into deep water area, fairly shoaled
- 9a) Deep water anchorage
- 10) I have been told that this pass is navigable but shallow. I have not made it, but understand the anchorage inside is very quiet.
- 11) Deep water anchorage that apparently can be made only via #12 channel and not via # 10 channel.
- 12) I talked to two boats who used this channel, I did not.
- 13) Great little anchorage and good protection from trades; 10' in sand with some coral, also good shelling.. On the weekends, some locals come out and picnic and work the copra on the motu.
- 14) Full Electronics Reef (my name) turn left after reef.
- 15) NO-NO PASS ( my name) that goes nowhere but into reefs.

HUAHINE - About 85 miles and 14-16 hours northwest of Moorea (with a good wind) lies Huahine. This island is actually two islands connected by a coral strip. She has four passes, three of which I used. All are clearly marked and have deep water all the way in (except Araa Pass, south end). There is daily air service to Tahiti and the copra boat calls twice a week. If you are going from Moorea, I recommend a night passage unless you know you are going to have good winds. I knew of a Swan 44 that made it in 8½ hours and another fairly fast boat who made it in 44 hours; both supposedly had good wind on leaving Moorea. I also had a friend who made it (kind of) in 27 hours. He had satnav, radar and all the goodies to help him. Two things he did not have were daylight and good sense, not necessarily in that order. He climbed onto the reef going into Farerea Pass. When I saw him a few days later, he was repairing his rudder. He told me he couldn't understand what went wrong... all his electronics were working..I've since nicknamed this spot All Electronics Reef.

Fare -Pronounced "far-aye", this is the primary village of the island and lies on the northwest side. Copra boats call here twice weekly, tying up to the quay in the middle of town. There are several stores, a post office, the gendarmerie, hotels, a beach hamburger stand and a dispensary which they call a hospital. Be sure to check in with the gendarmes. This is the island I mentioned earlier where they made me go back to the village on the eastern side to have a paper signed by the village mayor. If you're going to Raiatea, I suggest you not load up on provisions here, but only buy your immediate needs. The selection in Raiatea is much better. Both passes are wide and deep with no danger. There is a shoal area westward of the reef separating the two passes, so if you are traveling north/south, don't attempt to go up to the reef; stay at least 500 yards off it. The passes and channels are clearly marked. Because the anchorage is completely open to the west through south, I consider it a fair weather anchorage only. I anchored in 55' with one anchor only. I was 550 yards offshore, so had a bit of a row. You can anchor closer, but the holding becomes poorer the closer in you get. You can tie to the quay for water and fuel; water spigots are on the quay, fuel must be hauled in jerry-jugs from the service station. I do not recommend staying overnight at the quay even if you have permission. I had a friend who bow anchored and tied to the sea wall just east of the quay for three weeks while repairing his engine.



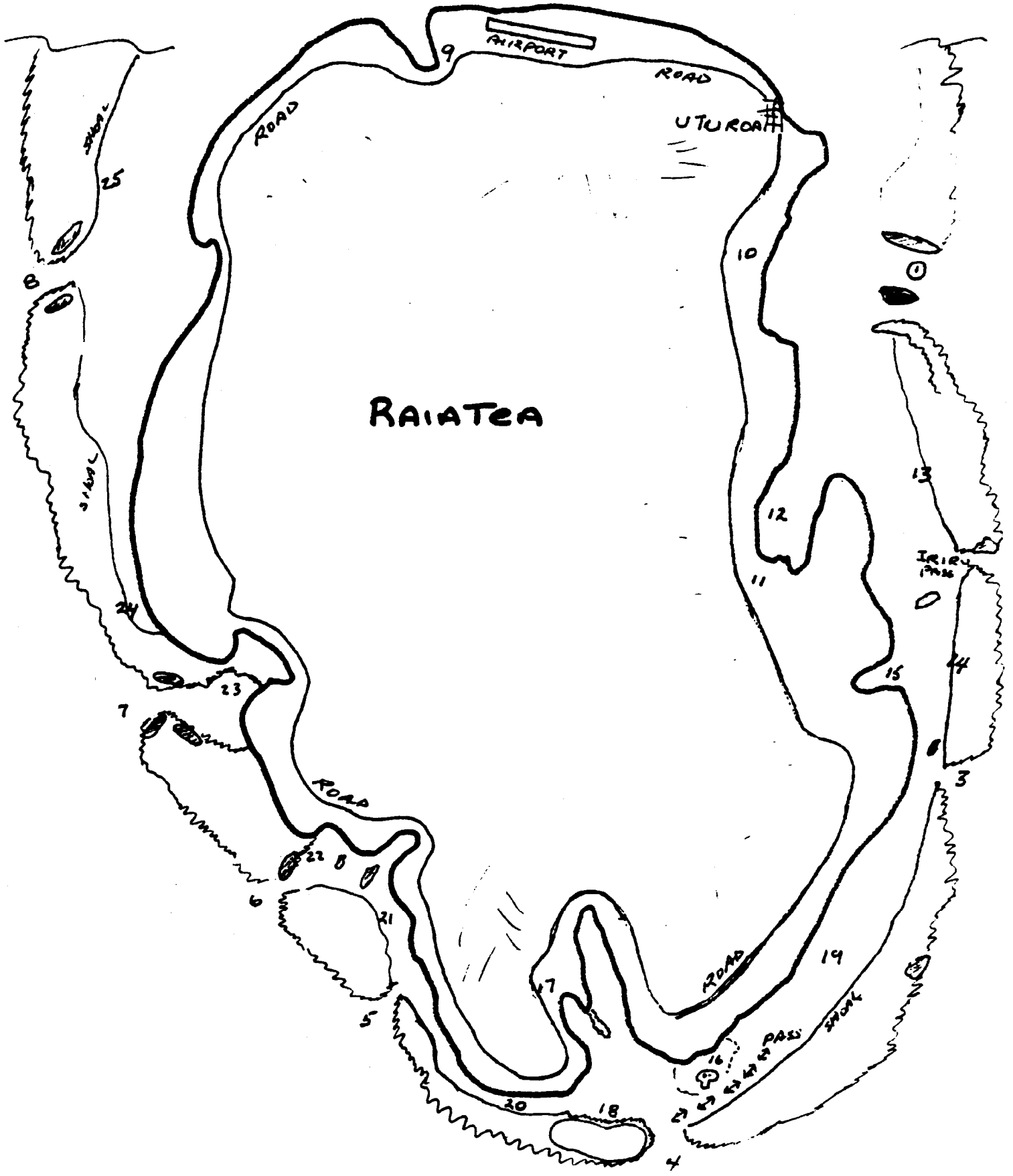
There is another anchorage off the Bali Hai hotel in 4 fathoms with fair holding. You are a bit more protected from swells rolling in through Avamoa pass, and you are also closer to the beach, but further from town here.

#### Key

- 1) Tahiti style tie- get permission from the mayor and the gendarmerie
- 2) The best hamburger stand in Fare (the only one, too).
- 3) The Bali Hai hotel
- 4) The post office \*\*see note
- 5) "City Hall"
- 6) Gendarmerie
- 7) Service station
- 8) Stores, bakery, small hotels
- 9) hospital

\*\*\*\*I was expecting mail, so I checked here daily. I always gave the clerk my passport for identification. Daily, he told me, "Non" without checking my passport. After 10 days, I checked out with the gendarmes and went for a final check at the post office. After the "Non, Monsieur", I asked for a mail forward form and filled it out with great difficulty. The clerk tore up the form and handed me my mail which had been there for a week!

LAGOON





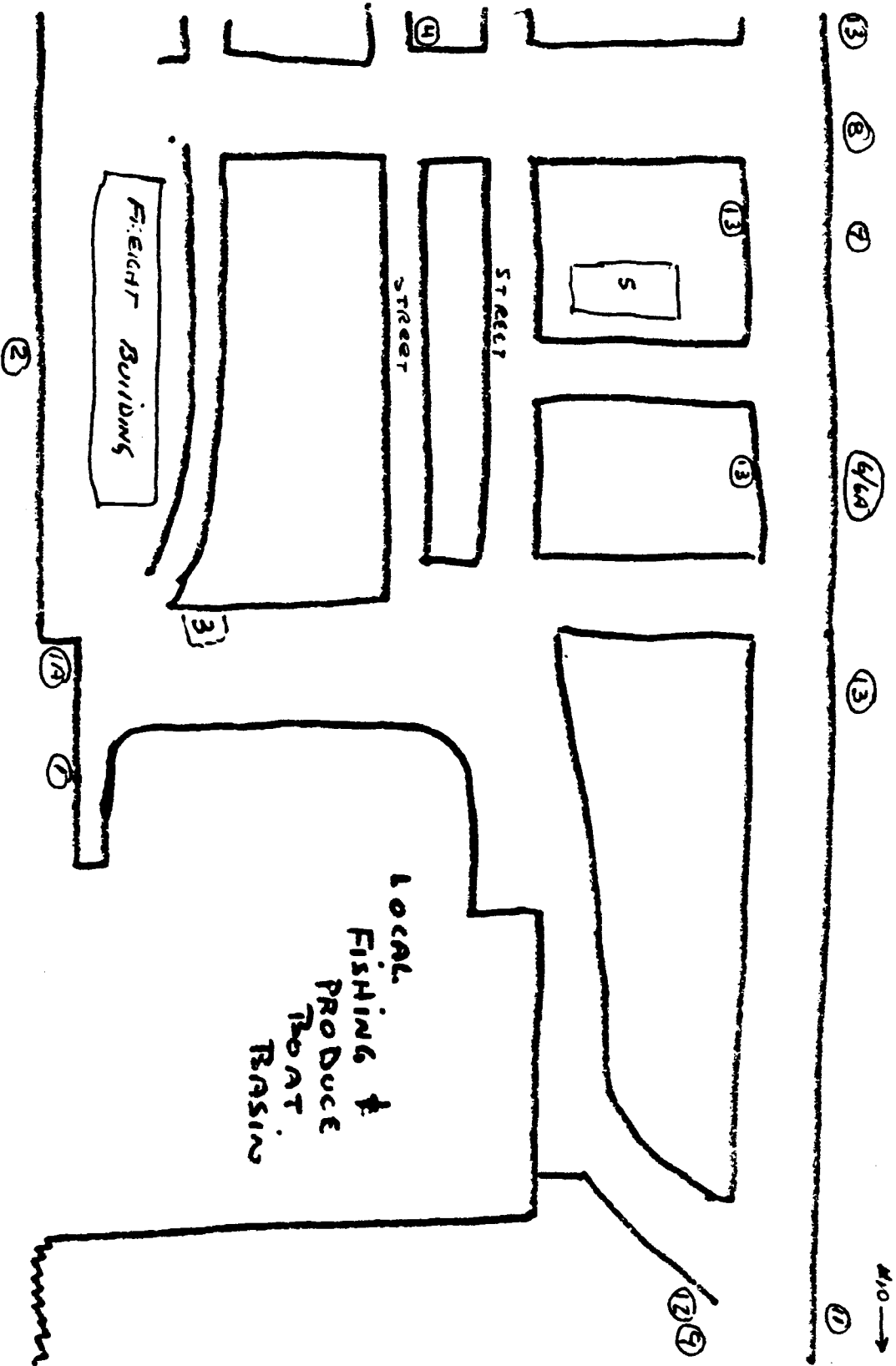
RAIATEA - 21 miles west of Huahine lie the twin islands of Raiatea and Tahaa. Raiatea is the second most populated island of the Societies and in ancient times was the main island of the group. Its original name was Hawaii and legend states that the first migration to Hawaii was from this island. Like Huahine, it offers many anchorages of either deep water or in protected lagoons. There is a marina on the north end that offers fresh water and quiet protection. There is room for about 6 transient boats here. A charter sail company operates 6 boats from here, and there are some private yachts, as well. The depth within the marina is about 7'. Uturoa is a good place to stock up on provisions, fuel, butane and water. Tahiti is best, but this runs a close second. There is also a local produce market on Wednesdays. Air service to other islands is available several times a day. You can sail completely around Raiatea within the barrier reef except for the area between Toamaro pass (#6) and Rautoanui pass (#8), located on the west side. I enjoyed the people here very much; I found them to be friendlier and less pushy than Tahitians.

Key to Sketch of Raiatea -

- 1) Port of Uturoa pass. Wide and deep, I passed this motu on the south side to the north but understand that either way is okay. Entry course =  $269^{\circ}$ T.
- 2) Iriru pass - another wide open pass; course =  $217^{\circ}$ T.
- 3) Teavamoia pass - entry course =  $234^{\circ}$ T. I made for the church on the hill overlooking the pass.
- 4) Nao-Nao pass - chart says not really very good, but what that means is, "if trades are blowing 20+ knots and/or you draw 15', don't try it". I had no problems in 15-18 knots. Entry course =  $324^{\circ}$ T.
- 5) Punaeroa pass- entry course =  $070^{\circ}$ T. I found 30' in entrance.
- 6) Toamaro pass - entry course =  $085^{\circ}$ T. Again, no problems.
- 7) Tiano pass - chart says "difficult" but I couldn't find the difficult part. It might be a shoal (10'+) on the northern side. Entry course =  $085^{\circ}$ T.
- 8) Rautoanui pass - entry course =  $084^{\circ}$ T. Marked by range posts.
- 9) The marina
- 10) Several hotels.
- 11) So called "river trip" which goes for 3/4 mile up stream.
- 12) Anchorage in 6-7 fathoms, mud and sand. Hot and muggy when it rains. Good as a day anchorage.
- 13) Fair night anchorage in 2-3 fathoms, sand bottom. Good shelling here.

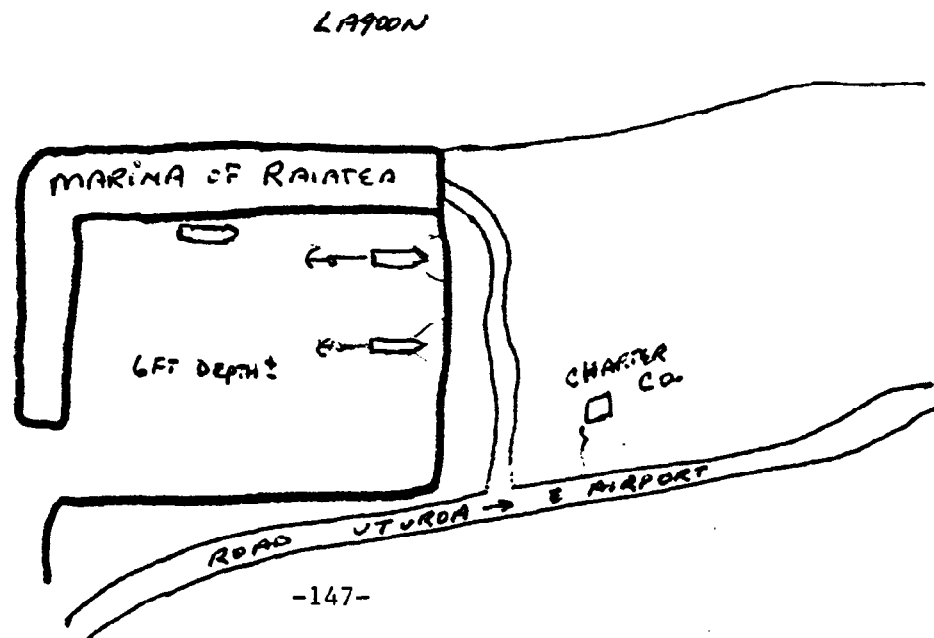
- 14) Better night anchorage here in 1½ fathoms - again, good shelling.
- 15) This is off the village of Hotopuu. The anchorage is deep - 9-15 fathoms.
- 16) CAUTION - DANGER - UNCHARTED CORAL HEADS!!!!!! Pass to seaward.
- 17) Hotel at head of bay. They welcome yachties who spend money. Anchorage is deep with good holding.
- 18) Great quiet anchorage just north of the motu. Airstrip on the motu is used to bring people over from the hotel.
- 19) As with any lagoon anchorage, if trades are less than 20 knots, open lagoon anchoring is great.
- 20) Tight channel but deep. I motored in here alot because I could maneuver better and fuel was easily available.
- 21) Lagoon anchorages - 10-12'.
- 22) Another nice quiet spot, but also "the end of the inside channel".
- 23) Mostly deep water, but some areas of 2-3 fathoms.
- 24) The start or end (depending on how you look at it) of the lagoon channel.
- 25) There are several anchorages along this side, too.

# Port & Climate of UTURON



Key to Sketch of Uturoa

- 1) Best place to tie up for fuel, shopping, banking and eating
- 1a) SHOAL AREA
- 2) Main quay; okay to tie up here but copra boats use it also
- 3) Your friendly Standard Oil station for fuel
- 4) Great little restaurants for breakfast and lunch
- 5) Open market - market day is usually Wednesday so don't tie up at the quay or #1 Tuesday through Wednesday. Check at service station.
- 6) Drugstore
- 6a) Dentist office above drugstore (he charged me \$10 to lance an infected gum)
- 7) Banks
- 8) Chinese restaurant
- 9) Hospital
- 10) Gendarmerie - actually just a little off the sketch
- 11) Post office
- 12) City Hall
- 13) Stores, stores, stores
- 14) Local tuna boats, like at the end of the quay at Papeete



Marina at the north end of Raiatea - Please refer to the sketch of the marina for more detail. A charter company has 6 sailboats that they bare-boat charter from here. They will sell butane and do have American fittings. The only problem is that they do service their own needs first, which is as it should be. They are extremely helpful, accomodating people. I preferred the side tie here, but sometimes you don't have any choice if they are full. Town is approximately 2 miles away.

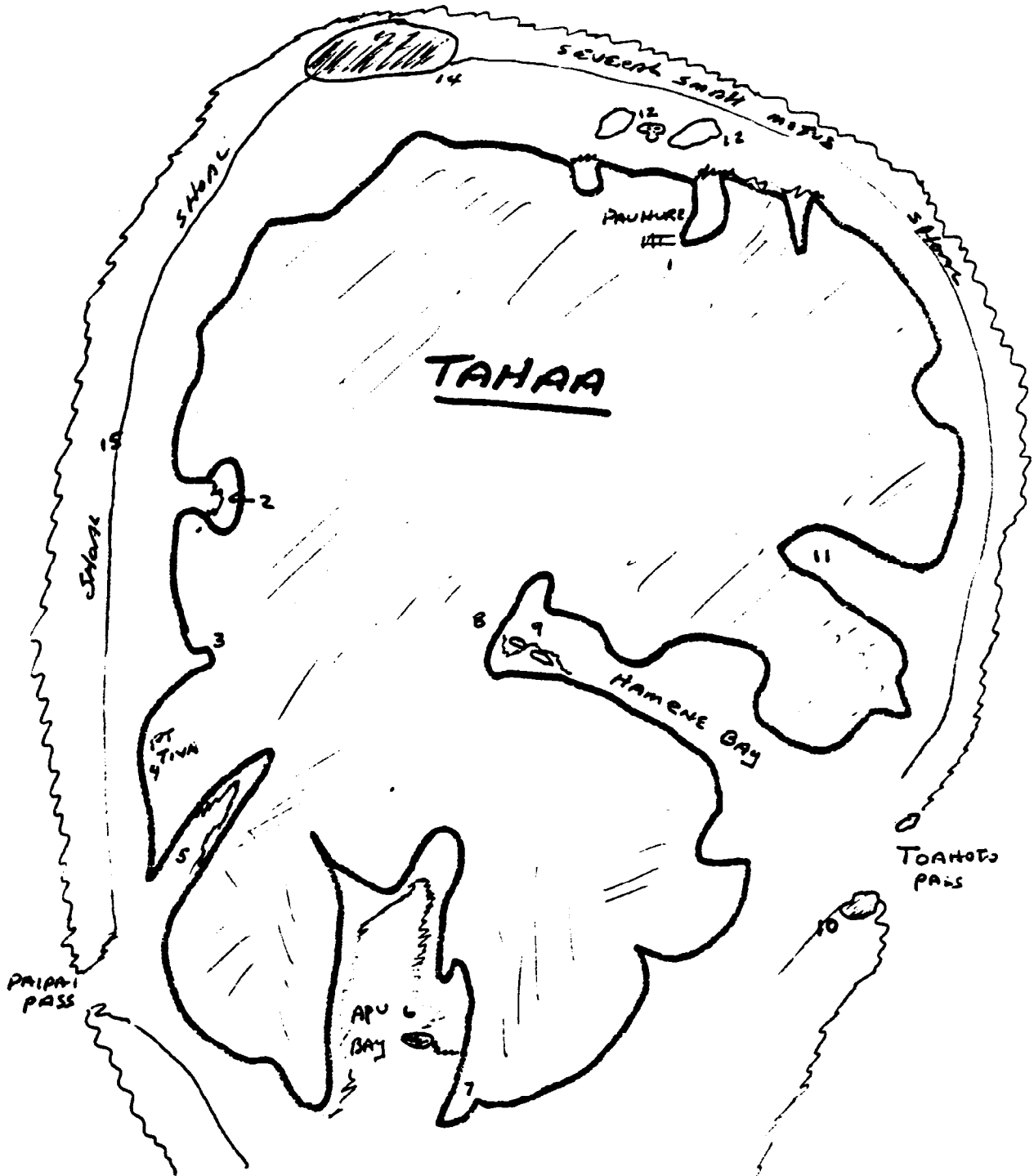
The lagoon between Raiatea and Tahaa is extremely well marked. Just follow the marker posts and you will have no problem. Chart 83392 is perfectly adequate. The island of Toatoatu was well marked with one coconut tree, however, the hurricane of 1983 may have destroyed it.

TAHAA - The "little sister" island of Raiatea is much quieter than any major island of the Societies. It has several villages but no real major village. Produce that is grown locally is transported to Raiatea via small motor boats. Copra boats do visit the island to supply it with some major items and to pick up the copra which is harvested here.

A road circles the island and, unfortunately, I did not make this trip. There is a hotel, of sorts, just north of Tiva Point. They have bungalows which appeared fairly clean, and a community type hall. About 10 boats got together and for about \$10 per person, were served up a Tahitian luau including pig, yams, breadfruit, salad, wine, coffee and other goodies. There also is another hotel that looked quite classy, but I did not venture in there.

I did not check in with the local gendarmes, as did most of the other yachties. I had checked in and out of Raiatea, so I felt it was okay to let it go here.....WRONG! I wandered into the entire gendarme force (all four) of Tahaa, along with three local policemen. They asked me for my papers, which I retrieved from the boat, and upon their inspection, they lectured me for not checking in. They did not march me off to headquarters, but I felt very uncomfortable. The gendarmerie is located on the north end, near Pauhure.

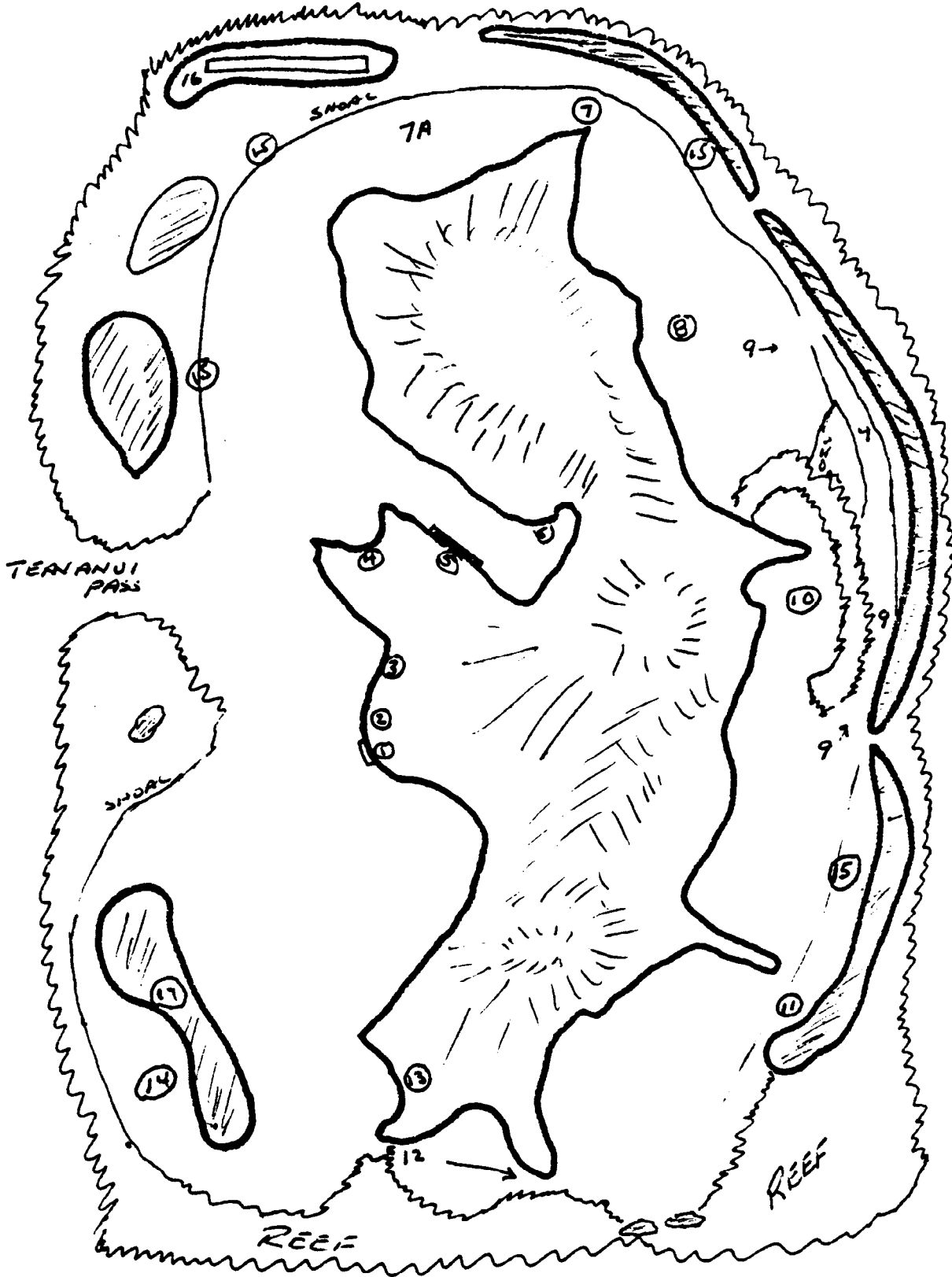
Coral reefs and heads block most of the smaller bays and seem to run out from the shore more than on other islands. Lagoon anchoring here is the best in the Societies because you can move around and get protection from most winds.



Key to Sketch of Tahaa -

- 1) Pauhure - village where the gendarmerie is located
- 2) Reported new marina being constructed
- 3) Bungalows
- 4) Village with quay - you can't miss it - it's the one with the red roofed church!
- 5) Deep water, 10-13 fathoms anchorage
- 6) Deep water anchorages found, 10 fathoms just behind the motu. Be sure to pick your spot for swing, it's fairly tight. Locals here are very friendly.
- 7) Hotel - looked pretty expensive
- 8) Village at end of bay - water and store (including ice cream and bread)
- 9) Anchorage off village in 15-20', mud bottom. DO NOT attempt to anchor south of small motus, the water looked fouled with coral. The holding is good, and I would consider this as a possible hurricane anchorage after checking it out further.
- 10) Great lagoon anchorage and good shelling
- 11) Nice deep water anchorage
- 12) Foul area easily seen
- 13) All kinds of anchorages
- 14) Nice people live on motu Tautuo.
- 15) Once again, great anchorages, except in westerlies.

# BORA BORA





### Key to Sketch of Bora Bora

- 1) Vaitape - main village
- 2) Hotels - some openly welcome yachties and provide moorings (anchorage here is 100+')
- 3) Club Med - much smaller than Moorea. Management doesn't mind cruisers, just check in with the "chief of the village".
- 4) Bora Bora Yacht Club, run by Michelle and children. She has bungalows for rent and a fairly open honor system at the bar. It is also a great place to pick up your mail. Michelle has had the club for sale for a couple of years, so be sure to check with locals for an update when you arrive.
- 5) Copra ship quay. You can pick up water here if it is available.
- 6) So called hurricane hole- it was built by the U.S.Navy during WWII for a small boat marina. I would use it - many do.
- 7) Tricky little passage around the point. Do it in clear skies with the sun overhead. 10% of the boats that come to Bora Bora will try this one.
- 7a) Prohibited anchorage area. The French have cables and pipe on the bottom.
- 8) Good anchorage with some protection - also a village at Tahi.
- 9) Not really a channel, just a way to get into the great anchorages of the southeastern end. Only 10% of the boats that go around the northern point will try this one.
- 10) Fairly shallow deep water anchorage ( 6 - 8 fathoms).
- 11) Best lagoon anchorage in French Polynesia.
- 12) I was told there is a channel here of 8-10', but I didn't try it.
- 13) Hotel Bora Bora - took heavy damage during the hurricanes of 1983.
- 14) A quiet 4-7 fathom anchorage.
- 15) Areas where I anchored in 10-15' of water.
- 16) Airport
- 17) Toopua Island - nice people here.

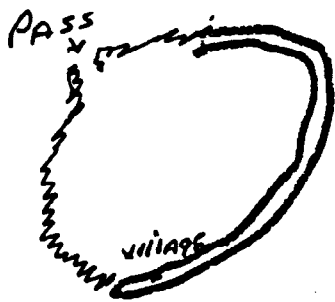
BORA BORA - I write about Bora Bora with mixed emotions. No cruising book would be complete without information on the "gem of French Polynesia". It is commercialized to the saturation point with hotels and all the problems they breed: pollution, tourists, high prices, etc. The lagoon anchorages are good but the bay anchorages are deep. There is what I consider the best lagoon anchorage in French Polynesia, but very few boats will venture there.

From 15 miles off, the view of Bora is spectacular, especially if the sun is setting behind the island. From up close, it's just a couple of high peaks with no real valleys. Except during the rainiest times, there is usually a water shortage ( stock up in Raiatea). Most boats depart French Polynesia from here, and this makes sense if you are sailing west. If you are going north, departing either Raiatea or Tahaa is a better shot because you can top off with provisions, water and fuel much more easily, and you're about 20 miles further east, which you must make when heading north.

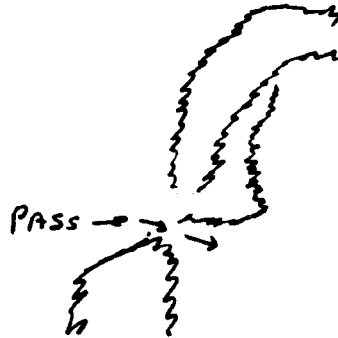
There are several small villages around Bora Bora. Air service is available daily to Tahiti and the other islands. The airport is on the large northern-most motu; passengers are water taxied to the village of Vaitape. The inter-island copra boat calls every week and occasionally a cruise ship will come in for a day. There is only one pass, it is located on the western side.

MOPELIA (16<sup>o</sup>50' south, 153<sup>o</sup>58' west) - I have not visited this western outpost of the Societies. I pass on this information from other yachties. The population in 1981 was 15. They often run out of stores because the copra boat schedule is irregular. They do have radio communication, but is not always operational. They are visited by about 40 yachts per year: most don't like the 110 mile passage there. The pass going in is tricky; use the same rules that apply in the Tuamotus. It is very narrow and runs from 25-6' deep. The channel splits in the pass-DO NOT use the northeastern one. The following sketch represents the relative position of the pass and channel to the village only.

# Mopelia ATOLL

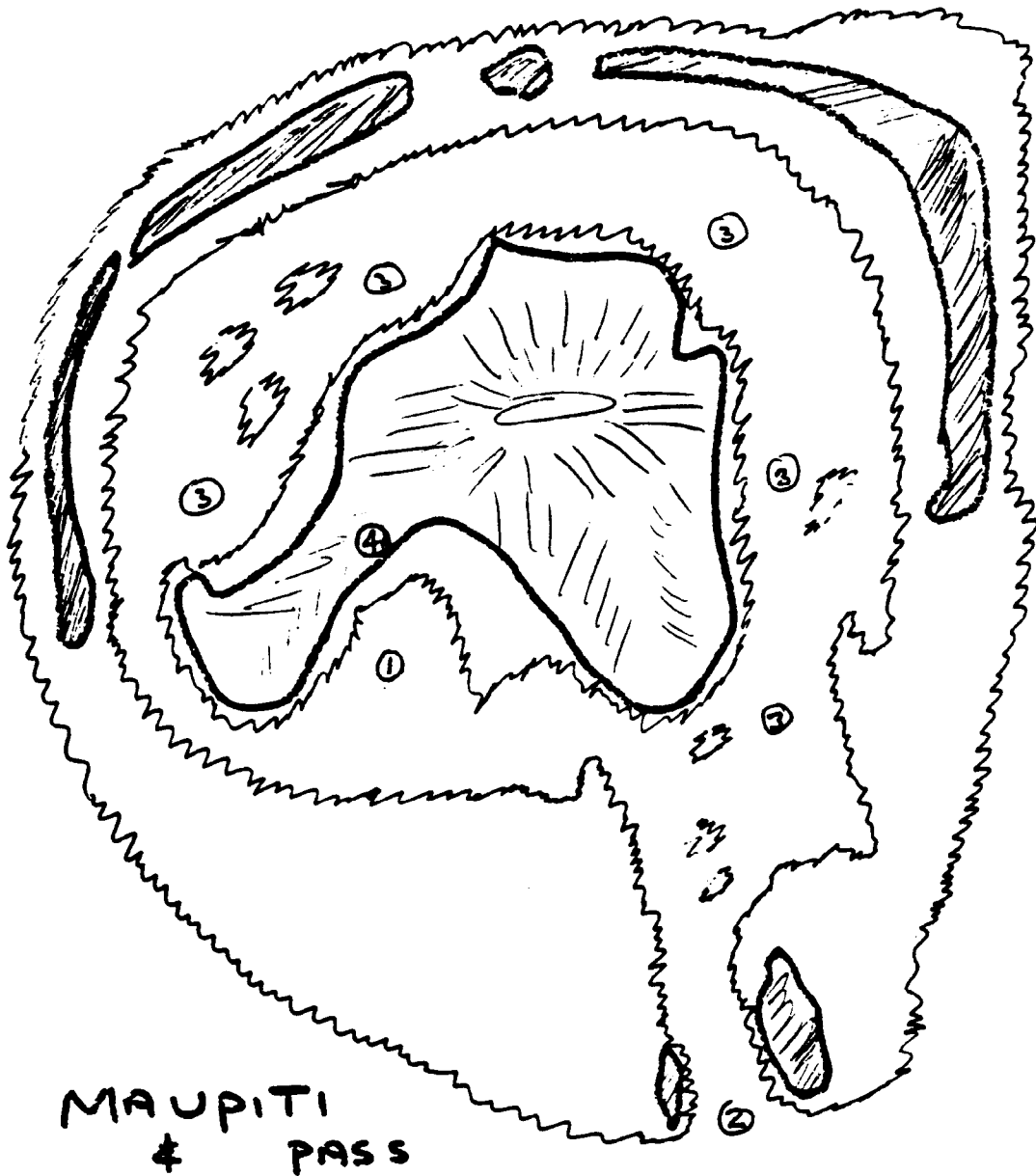


& PASS



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MAUPITI - Located about 25 miles west of Bora Bora, this small island is a lovely place to visit. The population is about 200. There are a store, a red roofed church and a bakery here. A copra boat calls every week or so with provisions and mail. The pass and lagoon should only be navigated in good weather with the sun well overhead. Both are well marked with black and red posts. Please see accompanying sketch on following page.



MAUPITI  
& PASS

Key

- 1) Main anchorage - off red-roofed church
- 2) Don't try the pass if the trades are gusty; it becomes completely blocked by breakers. Depth is more than 25' until motus are cleared the decreases to 2-3 fathoms. Reef is steep to on either side of the pass but try to stay on the center line; heading in, go from a NNE to a NNW heading.
- 3) Have known some boats to go through here to anchor northwest of the island.
- 4) Main village

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