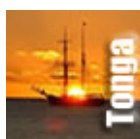




Samoa to Fiji - SOUTH PACIFIC 2009  
Pearls of the Pacific  
Tall Ship adventures in the South Seas

## V288 Samoa to Fiji, including Wallis & Futuna and southern Fiji

This voyage from Samoa allows time for us to discover the islands of Wallis & Futuna and southern Fiji and sail a blue water ocean passage between them.



The journey commences at Samoan capital of Apia. It is here that Robert Louis Stevenson made his final home and resting place at 'Vailima'. He arrived in 1889

Stevenson having explored this area of Polynesia with his wife by sail and recorded his fascination with it in his travelogue "In the South Seas". A visit to his house and estate would be an appropriate starting point to our voyage as we set out to share his experiences of the Pacific.



We sail from Apia along the northern Samoa coast via Savai island and then commence a 320 nautical mile ocean sail - this should provide tropical downwind sailing at its best and will mean we have 3 nights to enjoy our ocean passage. Half way to Fiji we will sight the tiny and rarely visited island group of Wallis and Futuna. These low tropical atolls are French administered and lie across the prevailing south east trade winds.

A further 2 or 3 days sailing brings us to Levuka, the eastern entry port for Fiji.

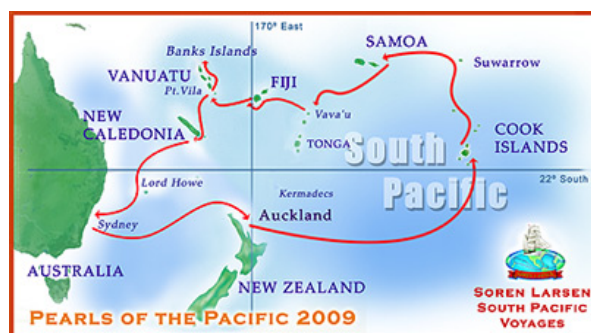


When at an anchorage we use Soren's 17 ft inflatable boat for runs to the beach to explore ashore. The ship has masks and snorkels for all those who want to swim from the ship.

[Get Brochure](#)

[Book Berth](#)

|               |   |
|---------------|---|
| Voyage starts | Apia, Samoa<br>Sunday Sun 12<br>July 2009 |
| Voyage Ends   | Lautoka, Fiji<br>Thursday 30 July<br>2009 |
| Duration      | 17 nights                                 |
| Type          | Islands Cruising                          |
| Berth fee     | UK £ 1950                                 |



*A Søren Larsen voyage is a holiday adventure where your enjoyment is of paramount importance. Participation in the ship and the voyage is central to the experience and you will be signed on ship as Voyage Crew as part of the ship's crew for your trip. However the level of involvement is up to you and no previous experience is necessary. The ship requires authentic seamanship to sail her but participating Voyage Crew are treated in a friendly and informal way and Søren Larsen's level of comfort and facilities reflect this.*

See **Previous Voyage Logs** and first hand reports and pictures of these destinations [here](#)



See Videos from this voyage from last season.

See previous Voyage Logs and first hand reports and pictures of these destinations [here](#)



We arrive in Fiji at Levuka. Ovalau has an old world charm of its own, and once Customs officers have cleared us, which can take a notoriously long time, we will get ashore and perhaps enjoy tea and billiards at the Royal Hotel or a gin at the Ovalau Club.



We should have 5 or 6 days to cruise the islands to the east and south of Fiji's main island Viti Levu. It will depend at the time which places we choose to go and often the chart will be laid out in the saloon and the alternative plans discussed and put to a vote - a decision making process rarely heard of in Captain Bligh's day.

In previous years we have had an enchanting day and night at either Kandavu or Mbegga lying at anchor off the village of Malureu within the lagoon. After the Captain had attained permission for our visit from the chief we invited dozens of the local children on board for a tour of the ship and we later the ship's company visited the village and joined in the traditional welcome of the kava ceremony at the chief's house. We may have stop for a bar-b-que lunch at one of the uninhabited islands close by.

The cruise around Fiji will involve one overnight passage as well as those spent anchored in peaceful bays and inlets and will finish at the port of Lautoka on the west side of Viti Levu.



On arriving onboard you will be shown your berths, introduced to the crew, and signed on Ship's Articles as Voyage Crew members. Much of the first morning will be spent introducing you to the ship and explaining the various routines, safety procedures and equipment and how the watch system works.

During the short sea passage from Samoa to Fiji the ship is sailing 24 hours a day and as voyage crew you will stand deck watches and work within a normal 4 hours on / 8 hours off watch system.



Our sailing between anchorages in the island groups may involve some motoring but also some quite intense sail handling. However this allows those who would rather relish the amazing scenery to stand back and let the keener sailors get involved in handling the ship under sail.



Everyone is involved in the duty watch system as Voyage Crew which will operate while we are under way and you may have your turn at the helm, on bow lookout or helping trim sail or help tack ship. Going aloft is a unique experience but is not compulsory and everyone can decide when or if they'd like to. People of all ages join us and many have never sailed before - previous experience is certainly not necessary.



There are 13 permanent crew who maintain and sail the ship who are there to assist and help you enjoy your time aboard. Once we drop anchor the deck watch is undertaken by the permanent crew and you the Voyage Crew are free to explore ashore.

## PACKING FOR YOUR TRIP

A complete list of clothing and personal gear is contained in the Soren Larsen's Voyage Handbook, available only after a booking has been accepted. Here we make a few specific recommendations with regard to your voyage.

### Luggage:

One main piece of luggage, which should be a soft kit bag. A hard suitcase is NOT suitable as space is strictly limited.

### Accommodation:

The ship has 7 x 2 berth cabins and 2 x 4 berth cabins and generally they are allocated on a first come/first served basis, or occasionally on a needs basis. Cabins are comfortable but compact and are intended as somewhere to keep your gear and sleep and the ship's layout is designed for having larger social areas in the main saloon. Being a traditional timber ship she does not have air conditioning and when operating in tropical latitudes it of course gets quite warm below. Some like to bring a sleeping roll mat for sleeping out on deck.

### Clothing:

The ship has Musto wet weather jackets and trousers for your use. For any extended sea passage it is wise to invest in a quality wet weather jacket of our own. It would also be sensible to have warm clothes for night watches. Cotton tops, t-shirts and shorts get worn on sunny days.

### Footwear:

In these tropical latitudes most go barefoot on deck. Bring a pair of trainers or velcro strapped sandals (reef walkers) for excursions ashore.



## PRACTICAL INFORMATION

### Seasonal Climate

Samoa 29 deg C. Wallisi & Futuna 27-32 deg C. Fiji: 26 deg to 30 deg C. during the day, slightly cooler at nights, although in tropical latitudes you should expect it to be still warm and humid.

**Equipment:** High factor sunblock and sunglasses are recommended protection from sun on water; sea sickness tablets (Stugeron recommended); a large and small towel; earplugs, a torch and spare batteries; extra camera film; binoculars may be handy. A lightweight rain jacket would be good insurance as when it rains in the tropics, it really pours. On tropical journeys bringing insect repellent, ideally containing Deet, is vital for taking ashore. A personal waterbottle is also highly recommended.

### Meal Plan

Local Food and Drink: Three meals a day are included in the voyage price while on board the Soren Larsen. Soft drinks and alcoholic drinks are available on board and are paid for separately at the end of the trip.

### Personal Expenses

You'll need some extra money to cover drinks and souvenirs not included in voyage price, and some local currency for sightseeing and spending money at islands visited etc. Credit cards are accepted on board.

**Health** - Useful websites are

[wwwn.cdc.gov/travel/regionOceania.aspx](http://wwwn.cdc.gov/travel/regionOceania.aspx)

[www.who.int/ith/map\\_pacific.html](http://www.who.int/ith/map_pacific.html)

### Freedom and Flexibility

Voyages are planned to allow us some flexibility en route as to where we stop and anchor, how long we stay at each place and where we choose to go. We feel this is the key to the sailing authenticity and the genuine adventure of the ship's voyaging. Itineraries may change due to weather conditions, readiness of the vessel or any other reason and so are without guarantee. If winds are unfavourable we may make use of the ship's engine to maintain the schedule. All decisions regarding our route and itinerary will be made by the ship's Master.



Soren Larsen  
Nominated one of  
25 Greatest Trips  
in the World



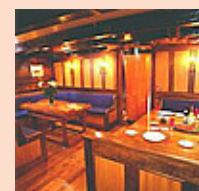
## About the Søren Larsen

Now famous for providing sail training adventure voyages and as the star of the BBC's classic series "The Onedin Line", the Soren Larsen was originally one of the last cargo carrying sailing ships trading throughout Scandinavia, northern Europe and Britain. Built of oak by the Danish ship building company of 'Soren Larsen & Sons' in Nykobing Mors in northern Denmark, she carried timber, grain and general cargo from 1949 to 1972. Purchased in 1978 by Tony Davies and his family, she was taken to Colchester on the east coast of England and lovingly restored and rerigged as the graceful 19th century brigantine she is today. Captain Davies specialised in period film work and so the Soren Larsen began her working life again in early 1979 starring in "The Onedin Line". Other projects followed including "The French Lieutenant's Woman" and "Shackleton". In 1982 she was invited to pioneer sailing for the disabled for the Jubilee Sailing Trust in Southampton before being chosen, in 1987, to be Flagship of the First Fleet Re-enactment Voyage to celebrate Australia's Bicentennial. She led a fleet of squareriggers on an ambitious 22,000 mile voyage from Portsmouth via Rio de Janeiro and Cape Town, arriving to a tumultuous welcome in Sydney in 1988.



She came to Auckland in 1989 to represent Britain in the 150th Celebrations and was made so welcome that she adopted New Zealand as her base from which to cruise the idyllic South Pacific Islands, taking many first time sailors on adventure holidays to Tahiti, Tonga, Fiji and Vanuatu. In 1991 she made a passage back to Europe along the Clipper Route across the Southern Ocean and in December 1991 she became the first British tallship to round Cape Horn since 1936 and is now one of the very few authentic square riggers still operating in the 21st century.

After a major refit in the UK at Gloucester, Soren Larsen returned home to Auckland. She established herself as 'Flagship of the City of Sails' and has won Tourism Awards for Adventure and Experience categories. This illustrious ship celebrated the Millennium with a spectacular round the world voyage, the 2000-2001 Global Odyssey, visiting 25 countries and sailing 30,000 nautical miles. This 2008 project sets out to visit the further corners of the Polynesian Triangle and visit the very best of the untouched tropical South Pacific.



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