



Vanuatu to New Caledonia - SOUTH PACIFIC 2009

Pearls of the Pacific

Tall Ship adventures in the South Seas

V292 - Vanuatu to New Caledonia

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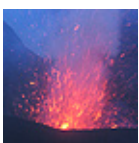
This voyage offers the chance to experience the contrasting island cultures of Vanuatu and New Zealand and a blue water sailing passage at sea.

Pt Vila is the capital of the Vanuatu islands and in complete contrast to the rest of the islands, is a large modern town with every tourist facility, a good range of shops and restaurants and well organised luxury resorts.

Sailing from Pt Vila we will sail past the south islands of the Vanuatu chain. If the prevailing tradewinds are not too strong we hope to call at Eromango and then Tanna Island 110 miles to the SE, about total of 30 hours motor sail in normal weather.

A visit to Tanna relies on Customs officials being available there and is quite weather dependent and the decision on whether we go there will be made by the Master in Port Vila.

At Tanna we will anchor at Pt Resolution bay. The village has a small 'resort & yacht club' built in traditional thatched hut style, and the community there is very welcoming of visitors. We can organise for a local feast to be prepared by the village and eaten under the palm trees by the light of the hut's hurricane lamps if sufficient people onboard are keen.



Tanna itself is steeped in ritual and custom and is centre of the John Frum cargo cult. It is Yassur, the highly active volcano on Tanna that will leave the most profound

impression, seeing red lava being thrown hundreds of feet into the night sky is an awesome display of nature's power. Its impossible to exaggerate the scale of the spectacle. If we are required to pay a surcharge for Customs Clearance at Tanna this cost will be split between us.

Voyage starts	Pt. Vila Vanuatu, Sunday 27 Sept 2009
Voyage Ends	Noumea, New Caledonia Thurs 8 Oct 2009
Duration	11 nights
Type	Islands Cruising
Berth fee	UK £1250



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.

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and pictures of these destinations [here](#)

The prevailing tradewinds blow from the south east so from Tanna we should have ideal square rig sailing condition with the winds aft of the beam for the sea passage to New Caledonia.

At a conservative estimate we shall make 100 miles a day on the sail down to the Loyalty Islands which we will reach within 2 or 3 days but we shall sail onwards to the capital Noumea, to clear customs before exploring the nearby islands. Transiting passage between the mainland and the Isles des Pines we may spot humpback whales which are known to frequent here on their migration to the Australian coast.



We aim to have 3 nights cruising the waters off Noumea. Here the outlying atolls have beautiful white sand beaches low lying palm groves quite unlike the volcanic, jungle covered islands of Vanuatu. In the shelter of the mainland we will enjoy quite anchorages where the sunsets are often quite spectacular.



Anchoring off the uninhabited atolls within the main lagoon that protects the southern coast of New Caledonia will allow us time to roam the deserted beaches or snorkel from the ship's inflatable boat. Favourite places include the lighthouse island of Amedee and Ilot Maitre.



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 Vanuatu to New Caledonia 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.

Vanuatu is a Malaria Risk Area so inspect repellent is vital and it is recommended that malarial pills be taken before/after your visit - but check with your own doctor for the requirements this area.. Pt Vila is relatively mosquito free but this is relevant if you are spending any time in Vanuatu before you join the ship.

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.



PRACTICAL INFORMATION

Seasonal Climate

Pt. Vila/Tanna 25-29 deg C., Noumea 26 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.

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 your 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.

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

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.



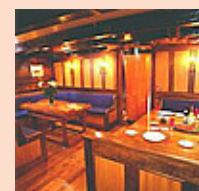
About the Søren Larsen

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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