

Soren Larsen South Pacific 2005

VOYAGING THE SOUTH SEAS

170° Longitude East from Greenwich 180°

170°

160°

Engraved 1886



Easter Island to Tahiti - SOUTH PACIFIC 2005

Discover the hidden Pacific with us on Tall Ship adventures at the Far Side of the World.

V216 Easter Island to Tahiti via Pitcairn island and the Marqueses and Tuamotos.

[Voyage Notes](#)

[Get Brochure](#)

[Book Berth](#)

Each of these islands is an incredible destination but together they make for the voyage of a lifetime and memories that will last forever.

We start this part of the journey at Easter Island, the land of the lost civilisation of the Rapa Nui with its mysterious giant stone 'Moai' heads. Easter Island, lies 2,100 miles west of the South American coast. Depending



on the inbound flight schedules you will have 2-3 days exploring ashore prior to joining the ship to commencing your voyage.

Much has been written about the giant stone heads, or Moai and the mysterious culture of the ancient Rapa Nui, but to stand beside these monolithic carvings as their enigmatic faces look out to sea, is to understand the people's motivations and the lessons we can learn from their demise. Guided tours can be arranged locally for a modest cost (US\$18-20). Setting sail we head west across the heart of the Pacific.



1,300 miles or 12-13 days sailing from Easter Island we navigate to a tiny speck in the South Pacific. The coordinates are 25 04 S, 130 06 W - Pitcairn Island, the last hideaway of the Bounty mutineers. What has helped to perpetuate the romantic fascination with the mutiny is the existence of a small community on Pitcairn Island directly descended from the mutineers and their Tahitian wives.

Sighting Pitcairn from the decks of a square rigged sailing ship puts one in rare company. Living on a 1¾ square mile volcanic outcrop that is surely one of the most isolated in the world, the contemporary Pitcairn Islanders still bear the surnames of the eighteenth century mutineers (Tom Christian, for example, is the great-great-great-grandson of Fletcher).

Voyage starts	Easter Island Friday 29 April, 2005
Voyage Ends	Papeete, Tahiti Friday 17 June, 2005
Duration	49 nights
Type	Ocean & Island Cruising
Berth fee	UK £ 3795



A Soren 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 Soren Larsen's level of comfort and facilities reflect this.

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

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.

Clothing: For any sea passage it is wise to invest in a quality wet weather jacket. It would also be sensible to have warm cloths 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.

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 sleeping roll mat is good for sleeping out on deck. A lightweight rain jacket would be good insurance as when it rains in the tropics, it really pours.



PRACTICAL INFORMATION

Seasonal Climate

Easter Island, Pitcairn 23-30 deg. during the day, slightly cooler at nights, although in tropical latitudes you should expect it to be still warm and humid.

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, sightseeing and spending money at ports visited etc. Credit cards are accepted on board.

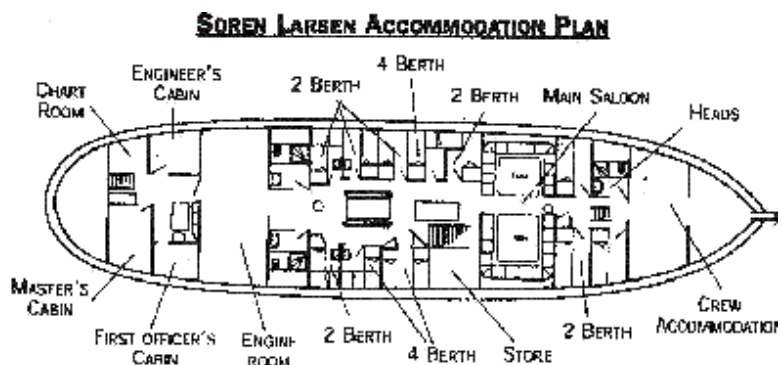
Health - Useful websites are

www.cdc.gov/travel/austspac.htm

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 her present owner Tony Davies and his family, she was taken to Colchester on the east coast of England and lovingly restored and rigged 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. She is presently the only authentic square rigger to have sailed around Cape Horn in Australasia.

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. In 2004 the ship celebrated 25 years of voyaging under her present ownership. This 2005 project sets out to visit the very best of the untouched tropical South Pacific.



**Squaresail Pacific Ltd.,
P.O.Box 310, Kumeu,
Auckland.**

Tel: +64-9-411 8755

Fax: +64-9-411 8484

Email:

eascape@sorenlarsen.co.nz



[Book
Your
Berth](#)



[Contact
ship's
Auckland
Office](#)



[A4 Print Version](#)



[Return to
Main Deck](#)