



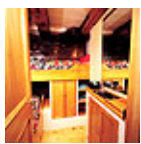
NZ to the Cook Islands - SOUTH PACIFIC 2009
Pearls of the Pacific
Tall Ship adventures in the South Seas

V284 New Zealand to Cook Islands, by way of the Southern Pacific.

Our journey across the Pacific commences in Auckland, New Zealand with an ultimate sailing passage across the heart of the Polynesia.



The opportunity to undertake a long distance blue water passage such as this under square rig is a rare, if not unique. This is primarily an ocean sailing experience across one of the great wildernesses of the world.



Upon arriving on board you will be signed on as Voyage Crew and shown your cabin and introduced to your shipmates as the vessel makes final preparations for the journey.

We hope to get underway within the day and will make our way east out of Auckland's Hauraki Gulf and then south east from the Bay of Plenty. On passing the Chatham islands 600 miles east from New Zealand's North Island, ahead will lay the boundless horizon of the Pacific, the world's biggest ocean. Our track will not be a straight line to Polynesia, as you might draw on an atlas. The Captain will take the traditional seafaring route eastwards and a little south to pick the prevailing westerly winds of the 40's latitudes and use them to run east.



This initial track into the Southern Ocean will follow the wake of mariners of old, bound for Cape Horn. At longitude 180 deg. we will cross the International Date Line, this is traditionally marked with a tot of rum as we are obliged to set our calendars back a day!

During a sea passage the ship is sailing 24 hours a day and, as voyage crew, you will stand deck watches and participate within a normal 4 hours on / 8 hours off watch system.

[Get Brochure](#)

[Book Berth](#)

Voyage starts	Auckland NZ Thurs 29 May 2009
Voyage Ends	Rarotonga, Cook Islands, Thurs 18 June
Duration	21 nights
Type	Ocean Sailing
Berth fee	UK £ 1395



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](#)

CrewTube
Castaway Yourself

See Videos from this voyage from last season.



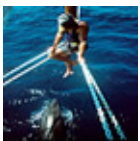
This rotates during the course of the voyage to allow everyone to be on deck during different parts of the day. Whilst on watch the voyage crew are under the care and instruction of the watch officer and other permanent crew.



Everyone stands a trick on the helm, takes lookout on bow watch, helps fill in the ship's deck log and help handle sail as required. There is plenty of time for informative talks given by the captain and crew about navigation, seamanship theory, rope work, history and development of square rigged ships. Today we have the benefit of modern electronic navigational aids but you might want to try your hand at using a sextant and see the principles of traditional navigation demonstrated in an authentic ocean setting.

Living by the rhythm of the watches, each day we witness the unique beauty and grandeur of the ocean. The true joy of ocean sailing is to experience the unique sense of escape and freedom that comes with having an uninterrupted horizon and knowing that land may lie hundreds and hundreds of miles away in any direction. At sea each day is unique, and the dynamic of the ocean and beauty of the skies leave a profound impression on those who experience it.

If you have a particular interest in traditional tallship sailing there is plenty of time to master the brigantine rig or become adept at working aloft in the rigging. Going up the mast is certainly not compulsory (nor is any other activity that you are not comfortable with), however it is an experience that is not available to any other type of sailing and is considered by many as one not to be missed.



The Wandering Albatross is our constant companion in these waters in addition to the mollymawks, cape petrels, and fulmars that we shall see. Sightings of sperm whales, southern right whales and other cetaceans are logged and the data reported to various organisations around the world.

Sighting the tropical southern islands of the Cook Islands group will be cause for much excitement and will mean that we have covered 2,100 miles in our passage. The arrival date will totally depend on the speed of our passage.

At completion of the voyage a certificate of passage is issued by the Captain's signature, testifying to the dates, mileage and seatime served as Voyage Crew aboard the ship, which can count towards commercial or yachtmaster ticket qualifications. The Captain will also endorse personal log books or celestial navigation plotting charts which count towards your sailing qualifications.

Rarotonga, the capital town of the Cook Islands has regular flight connections from Auckland and also connects to the States and Europe via LA, and we have information available on flight connections and travel advice.

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

12 deg to 25 deg C. Note this ocean passage in the higher latitudes of the South Ocean can be cool to chilly 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

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.

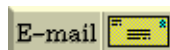
After a major refit in the UK at Gloucester, Soren Larsen returned home to Auckland. She established herself as 'Flagship of the City of Sails' and has won Tourism Awards for Adventure and Experience categories. This illustrious ship celebrated the Millennium with a spectacular round the world voyage, 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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