

LOG OF THE "PACIFIC SWIFT"  
SECOND OFF-SHORE VOYAGE '89 - '90

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**LEG #1 - VICTORIA TO COSTA RICA**

On September 16th, 1989, the "Pacific Swift" commenced her second off-shore voyage. Aboard as crew were Tony Anderson, master; Steve Kroeker, mate; Cathy Lamont, watch officer; Jonathan Leupold, bosun; Petra Eggert and Kathy Coldren, cooks; Mark Teasdale, bosun's mate and 20 trainees between the ages of 18 and 25.

The following is a summary of the events that transpired during the voyage from Victoria to Puntarenas, Costa Rica as excerpted from the ship's log and journal.

***Friday, September 15, 1989***

The big day finally arrived! Trainees boarded between 1000 and 1500. There was much excitement as people were stowing their gear below. We all had supper together that evening which was pizza, a treat from the cook. After supper we all got together for our main introduction. We then invited everyone from the dock (parents, friends, relatives) down for a huge mug-up. Everyone had a ball.

***Saturday, September 16th***

0720 we moved "Swift" to the lower floats in preparation for departure. All hands worked well together for our first time out. At 1015 the departure ceremony began and despite the drizzle which appeared towards the end, it was a very special time for all involved. Send-off was fantastic. Crowds of people were on all the docks waving and shouting. Unbelievable! "Robertson II" sailed out with us almost to Race Rocks. Wind was 20 - 25 west for a great sail. We then motor-sailed into Becher Bay to prepare the boat for off-shore. With the help of the trainees, Mark and Jonathan did a great job of lowering the two upper yards. All gear was properly stowed below and everyone had a relatively early night.

***Sunday, September 17th***

Departed Becher Bay at 1000. Wind was non-existent so we motored out to Cape Flattery. It was exciting to feel the great Pacific swell again. We set reefed main, fore and jumbo, then added our course later on. Wind was light 10 to 12 knots NW. A very busy night spent dodging traffic, many large freighters and tugs were travelling as well. The wind continued light all night.

***Monday, September 18th***

Regular day, wrestled with light winds all day, did some motor-sailing as well. Saw a few deep sea freighters and a couple of navy vessels during the day. Light winds with a bit of motoring in the evening again.

***Tuesday, September 19th***

Everyone starting to get used to the motion of the ship. Still the odd unhappy face but most are doing very well. Beautiful N.W. breeze came up at about 1400, strength 10 to 15 knots. Winds kept building all day. Great sailing and we reefed the main before nightfall as the wind was still building. Everyone responded very well and the job was completed without a hitch. Wind continued to build during the night and at 0230 I decided to lower main before the wind became too strong; I also wanted to see how the trainees would respond. Wind was up to 25 knots with higher gusts. We lowered the main in a lull, again with no difficulty; it is a great group of trainees we have. Seas during the night were 12 to 15 feet, reminiscent of some of the nights spent during the first leg of the "Swift's" maiden voyage. Speed : 9 - 10 knots.

Day's Run: 125 n.m.

***Wednesday, September 20th***

Wind still up at 25 with some higher gusts. "Swift" is still travelling along comfortably at about 7 - 9 knots. All hands enjoying the great sail.

Day's Run: 156 n.m.

***Thursday, September 21st***

Wind down to about 15 - 20 knots. Decided to try the trysail at night; everyone's favourite sail. Fog late in the evening, very dark night.

Day's Run: 140 n.m.

***Friday, September 22nd***

Wind still light. Sailed under courses and main with main top most of the day. A great day for sea life. Today Mark caught three beautiful tuna at about 6 to 10 pounds each. We all had a great feed for supper with the cooks doing an excellent job of preparing the fish. Also saw four large grey whales, one of which came quite close to "Swift". Later some dolphin friends appeared to share some of their joy.

Skies clear today - a spectacular day to be at sea. All hands are into a routine now, and everyone is also into practising Spanish. We all have an after dinner Spanish lesson everyday in the cockpit. I think more laughing than learning goes on though as we all try to pronounce these foreign words - hilarious! One of the trainees, Jen Williams, is walking around the boat with some masking tape and a felt pen writing down phrases in Spanish and taping them to everything in sight. The sayings vary from simple "no comprendo" to others which are quite funny. A few favourites are: "querenos ir a los toros" meaning we want to go to a bullfight. "Quiere bailar?" meaning may I have this dance; "champo para peio grasiento, por favor." which is the ever useful, a shampoo for greasy hair please. Hopefully we will all be ready when the time comes.

Wind down this evening, motor-sailing again.

Day's Run: 142 n.m.

### *Saturday, September 23rd*

Catching tuna and whale watching today. Wind calm as we near San Diego, temperatures are warming up.

### *Monday, September 25th*

Altered course and headed for San Nicolas Island at 0830. For the rest of the day winds picked up and we had a beautiful sail into the islands off of San Diego at 8 - 9 knots. San Nicholas was our first land fall at 1000. It was exciting for everyone. With the help of some of the trainees, Jonathan and Mark set up the upper topsail yard, about 60 miles off the mainland.

Day's Run: 130 n.m.

### *Wednesday, September 27th*

Winds were nil as we approached San Diego harbor. Point Loma is the western bluff which forms the entrance of the harbour. Point Loma resembles on of the Sydney heads for those who have entered Sydney harbour in Australia.

We were asked to proceed about 12 miles into the harbour to the municipal wharf where we were to clear customs. Customs went without a hitch and they were all thrilled. After clearing we proceeded to the Kona Kai Yacht Club where we were going to be guests for the next week. Kona Kai was an absolute paradise. Swifties were given full reign of the club, including showers, laundry, swimming pools, whirlpool, steam room, sauna, aerobics room, weight room, tennis courts etc. None of us could believe it. It was neat because upon entry the trainees took it upon themselves to tidy and spruce up the boat. We had special cleaning parties, oiling parties, polishing parties and the "Swift" looked better entering San Diego than she did leaving Victoria.

### *Thursday, September 28th*

A few volunteers held back and assisted Jon and Mark in replacing a fractured topmast fid on the fore mast.

### *Friday, September 29th*

Mark and trainees set up the upper top yard. There were ceremonies and celebrations welcoming us and the "Californian" this evening.

### *Saturday, September 30th*

We moved to the San Diego suburb of Chula Vista for the opening of their new specialized yacht club and new tallships dock. The day included a sailpast which went without a hitch. We have a fantastic group. Everyone is so used to the boat that all manoeuvres are handled quickly and accurately.

Our welcome at Chula Vista was fabulous. The Governor of California sent a letter to crew and trainees welcoming them. Swifties were treated to a barbecue with live entertainment. We participated by singing a new version of the song "I'm Going to Move to Thetis Island", changing the chorus to "move to Chula Vista" instead. They loved it. We invited the crew of the sail training vessel "Californian" back to the "Swift" for a twilight sing-a-long of everyone's favourites.

### *Sunday, October 1st*

Today all Swifties were treated to a day at San Diego's Sea World.

### *Monday, October 2nd*

Moved "Swift" back to Kona Kai again and were once again very warmly welcomed. Everyone felt that we were back at home. Some trainees headed off to Disneyland.

### *Tuesday - Wednesday, October 3rd - 4th*

Prep work for departure. We decided to wait an extra day before leaving due to hurricane Raymond, which was brewing off the west coast of Baja. Bonfire at the Kona Kai Club this evening.

### *Thursday, October 5th*

Coast is clear, so after fuelling up we headed out of San Diego Harbor and continued on our course south to Baja. It was exciting to see how happy everyone was to be back at sea again.

### *Friday, October 6th*

60 miles off the Mexican coast. We travelled through a tuna fishing fleet; boats were everywhere. Light southwest winds, skies overcast with the odd sun break.

### *Saturday, October 7th*

120 miles off the coast. Wind came up from the west with a strength of about 15 - 18 knots. Temperatures nearing 35°C. Everyone sat their Junior exam today and we had the highest pass rate ever aboard a S.A.L.T.S.' vessel. 95% passed both exams on the first round with 6 people receiving 100%. The Junior exam consists of chartwork, rules of the road, sail theory and terminology.

A fridge was sighted today floating in the sea. We decided to use it as a man-overboard drill. All hands were called, the ship was turned to the wind, hove to, and a dory launched to go over and have a look. The whole procedure was exciting for all and a very ideal time to practise this unwanted emergency in a controlled situation.

### *Sunday, October 8th*

Mark had a great day of fishing today getting 8 bites throughout the day. The first three fish caught were skipjack tuna weighing 10 - 12 pounds. Mark was rewarded for his efforts towards the end of the day when he landed a 35 pound Yellow Fin tuna.

Day's Run: 145 n.m.

### *Monday, October 9th*

Half the trainees got together and decided to scrape the after deck down and refinish it. They did a beautiful job, completing the scrape in one day. The other half of the trainees were in the galley making perogies - approximately 350 - 400.

Day's Run: 145 n.m.

### *Tuesday, October 10th*

Starting to find flying fish on deck in the morning. The sky at night has been crystal clear with almost a full moon. Temperatures on and below deck are very warm during the day and the night. Very enjoyable not to have to bundle up.

### *Wednesday, October 11th*

Sight land today at about 1500. We were looking at the southern most tip of the Baja Peninsula, near Cabo San Lucas. A very beautiful but rugged coast.

### *Thursday, October 12th*

Group lesson on celestial navigation with everyone having a chance to take a sight and work it out to see how accurate they were. More dolphins, flying fish, whales and the odd pelican.

### *Friday, October 13th*

Entered La Paz harbour at 1000, a beautiful port with desert and Bugs Bunny style cacti for a back-drop. "Swift" was warmly welcomed by local yachties and by the Mexicans ashore as well. After clearing with authorities, Swifties went ashore and scouted out La Paz, returning that evening and pooling all their findings in order to plan their time ashore for the next week. We plan to leave La Paz on about October 18th and visit some of the neighbouring islands before travelling to mainland Mexico and on to Costa Rica.

### *Sunday, October 15th*

Went to church in town today. A couple of our trainees had previously made contact with the youth group there and also with the orphanage located next door. We got to church quite early and were able to sit in on the youth group's choir practice. The choir was made up of 7 teenage boys and girls accompanied by two guitars. It was beautiful to come in and be a part of their melodious and rhythmic singing. We sang some songs for them in English and they returned with several in Spanish. This church operates the orphanage where they care for 150 kids between the ages of 4 and 16. Swifties are going to go over and have mug-up with these children on the evening of October 17th. We are all very excited.

We invited our choir friends back to the boat for supper this evening. We ferried about 20 young people (ages 16 - 20) out to the "Swift". We made some wonderful friends who gave us a lot of joy. They really love to sing and did so all the way out to the "Swift" while riding in the dories and then continued sharing songs with us and we in turn with them. One of our trainees had a birthday today, so we had a cake after supper. Our friends from La Paz sang a special birthday song for Erin. It was so exciting to make a bond such as this with these Mexican people. A gift!

### *Tuesday, October 17th*

This evening all the Swifties left after supper and headed for the orphanage. We had arranged to have a mug-up with the children of the orphanage. The time spent with these children was very special for all who were there. We sang songs for them and they in turn would sing songs for us. A few of the trainees played a bullfight game with the children. The young boys would ride on the backs of trainees as the trainees ran around on their hands and knees. Jonathan was chosen as the bull and he would charge

around and chase the young ones. Shouts of excitement would follow from all the spectators. We had to watch the children, Elizabeth and Rebecca, as they were the center of attention with their red hair and fair skin. All the young girls wanted to touch or hold them. Our visit there was a highlight of our stay in Mexico.

### *Wednesday, October 18th*

Our last day in port was spent in different ways by everyone. Some buying a few more gifts in La Paz, some hiking and some staying aboard writing letters. One of the groups took a bag of wood-working tools and went back to the orphanage and spent from 10 am to 10 pm fixing all the children's toys. They were overjoyed at the orphanage and our trainees had a ball working there as well.

### *Thursday, October 19th*

0730 weighed anchor and made a quick fuel and water stop before leaving La Paz. After fuelling up we headed north to an island by the name of Espiritu Santo (Isle of the Holy Spirit). Wind was light, 5 - 10 knots, and the skies were clear. At 1600 we anchored in Caleta Partida Harbour, a small bay on the north-west of the beautiful island. Espiritu Santo is very barren and dry, but nonetheless spectacular with its red, rolling hills, white sandy beaches and turquoise waters. A great place for all to explore.

Day's Run: 35 n.m.

### *Saturday, October 21st*

We ended up staying in Caleta Partida for a day and a half, enjoying the hiking and exploring ashore as well as the diving and snorkelling along the rocky shores of the bay. Sealife here is so beautiful, every color of the rainbow can be seen. At 1300 we weighed anchor and headed for a small pair of rocks located on the north end of the island. Isla Isolets are two very small rocks located approximately 600 meters off the north end of this group of islands. We visited these because we had heard that there was a sea lion colony living there. We anchored the "Swift" and spent the next two hours rowing the dories amongst the huge sea lions. Very exciting! After a short swim we weighed anchor and moved to a more protected anchorage for the night. 1715 anchored at Ensenada Grande. An incredible day.

### *Sunday, October 22nd*

Today was a day for hiking and snorkelling. Weighed anchor at 1300. Wind was up finally, blowing 20 - 25 knots from the west. We set out with a reefed main, fore, jumbo and jib. We had a fantastic sail for the rest of the day, beating northwards to our next 'paradise' island, Isla San Francisco. We spent the rest of the day and following evening slowly making our way to windward.

### *Monday, October 23rd*

0800 anchored in a small semi-protected bay on the south end of Isla San Francisco. Water was so clear in this anchorage that we watched our anchor strike the bottom 80 feet below us. Very clear emerald green waters in the Sea of Cortez. More sand beaches, incredible snorkelling, hiking and swimming. Due to the exposure of this island, we sailed off our anchor at 1530 and headed south with an exhilarating sail in a blustery north-west wind. We headed for an island called Isla Isabella, approximately 50 miles NW of Puerto Vallarta. We were told by friends that this island was one of the most beautiful in Mexico.

### *Wednesday, October 25th*

Wind was light, forcing us to motor most of the day. Arrived at Isabella late in the evening. 2400 we hove to and waited for daylight before entering the only harbour on the island. This harbour, located on the south end, was very exposed to swell and wind. Fortunately conditions were calm so we could anchor safely.

### *Thursday, October 26th*

0710 anchored at Isabella Island. Went ashore after breakfast and explored this incredible island. Isla Isabella is like a mini Galapagos, covered with all kinds of sea birds, all of which are very tame. One can approach within three to four feet of their nest and hardly be noticed. One of the most enjoyable birds seen were the yellow footed booby birds. As well as birds, there were large marine iguanas, spiders, and thousands of tropical fish.

### *Friday, October 27th*

Today was a special day. We decided to chart the bay that we were anchored in: an exercise that would help everyone learn and understand some fundamental chartwork skills. To do this we divided into watches. Each watch had to make a leadline for sounding depths and was also given a handbearing compass. We all set off in our dories at 1000, each watch with their own plan for making the most accurate chart. Dories did not return to the "Swift" until 1500 that afternoon. That evening we all came together in our watches again and spent 3 hours deciphering our measurements and producing a chart. The three watches did a fantastic job producing charts marking islands, reefs, isolated rocks, bays, etc. Actually, the charts produced were substantially more accurate than the chart we were using from our guide book of the area.

***Saturday, October 28th***

Today we weighed anchor and moved to the SE side of the island before leaving. Some went ashore to explore and others went out snorkelling and spearfishing. The rest stayed aboard to do some letter writing. 1430 sailed off our anchor and headed south. Next stop Acapulco.

***Sunday, October 29th***

Today winds were light 12 - 15 knots NE. Sky clear and temperatures very warm.

***Monday, October 30th***

Wind today between 15 - 20 knots NE. Sailing under main and all squares.

Day's Run: 130 n.m.

***Tuesday, October 31st***

Wind falling light again today forcing us to start engine. At 1200 wind down to 5 - 10 knots. A few problems aboard today: hot water coil in stove developed a leak at the same time the cooling unit developed a leak. With the help of several trainees, Jon and Mark repaired all the breakdowns and all was back to normal. 17°20'N 104°36'W, tonight we had a Halloween party aboard. Crew and trainees put together their own costumes and attended the dance we had on deck. We had a ball.

Day's Run: 120 n.m.

***Wednesday, November 1st***

Wind light, motor-sailing, calm seas and cloudy skies.

Day's Run: 120 n.m.

***Thursday, November 2nd***

Wind increased in strength last night, enabling us to shut off the engine, Hooray! 0900 wind down again.

Day's Run: 100 n.m.

***Friday, November 3rd***

Skies cloudy today with distant lightning, wind up to 15 - 20 knots. 0800 anchored in Acapulco harbour a very busy, dirty and crowded area.

***Saturday - Tuesday, November 4th - 7th***

The days spent in Acapulco were enjoyed by all. Acapulco is a place where poverty and wealth can be seen co-existing, an eye-opener for many aboard. Aside from difficulties with Mexican officials, our stay in Acapulco was informative and enjoyable.

***Wednesday, November 8th***

Fuel stop before leaving the harbour. Cleared harbour entrance at 1100. Everyone aboard was looking forward to being at sea again. Also, this was going to be the last time we first leggers spent together at sea. Winds were calm with accompanying calm seas.

***Thursday, November 9th***

Today again arrived with cloudless skies and calm seas, patchy clouds appearing in the afternoon. We stopped for a swim break at 1610.

Day's Run: 120 n.m.

***Friday, November 10th***

0054 wind up to 20 knots from the SE. 0630 wind down again to 10 knots, ESE. Lightning throughout last night.

Day's Run: 65 n.m.

***Saturday, November 11th***

1015 a rain filled squall passed over allowing everyone to get a fresh water shower. Winds up to 20 - 25 ENE. Battled with similar squalls all day, head winds throughout the day.

Day's Run: 65 n.m.

***Sunday, November 12th***

0500 more squalls, rain and lightning. Squalls appearing on average of every 3 - 4 hours, lasting for about 1 hour.

***Monday, November 13th***

Winds today steady at 20 - 25 knots. Wind direction was ENE, thus still beating into head winds.

Day's Run: 120 n.m.

*Tuesday, November 14th*

0600 heavy squall sighted on horizon ahead, covering 100° of the sky in front of us. 0810 our friend arrived with torrents of rain. We had prepared for its arrival by lowering the jib and keeping the main reefed. Everyone again enjoyed a very thorough freshwater shower lasting about 20 minutes, after which winds moderated and we could continue on our way.

Day's Run: 100 n.m.

*Wednesday, November 15th*

More squalls bringing head winds, lightning and heavily overcast skies.

Day's Run: 70 n.m.

*Thursday, November 16th*

Motor-sailing again today. Battling light headwinds 10 - 12 knots. Sky mostly clear.

Day's Run: 90 n.m.

*Friday, November 17th*

Headwinds return and increase to 20 knots. Motor-sailing.

Day's Run: 85 n.m.

*Saturday, November 18th*

Light winds again today, 10 - 15 knots head winds. Starting to catch more fish. Mark is doing a great job of supplying the cooks with tuna and dorado, the latter being the most colorful and delicious of the two.

Day's Run: 90 n.m.

*Sunday, November 19th*

0850 wind altered in direction enough to permit us to set squares and make progress under sail alone. Wind 20 knots. 1730 winds light again but favorable.

*Monday, November 20th*

Winds light enough to have a swim break at 0904. Temperatures very warm on deck. Entered Gulf of Nicoya at 1800.

Day's Run: 130 n.m.

*Tuesday, November 21st*

Spent last night dodging unmarked fish boats on our approach to Puntarenas. 0430 anchored approximately 4 miles off the town of Puntarenas waiting for daylight. 0730 weighed anchor and moored closer to town wharf and awaited official visit. 1106 moved around to inside of peninsula. 1155 anchored in Puntarenas harbour.

*Wednesday - Sunday, November 22nd - December 3rd*

After two weeks of preparing the boat for the next leg and seeing a few of the many spectacular sights in Costa Rica, we prepared to wind up Leg #1. Our last evening together in Puntarenas was very special thanks to Pat and Mike Coldren. The Coldrens, who had come down to meet their daughter Kath, put on a delicious turkey feast complete with live entertainment at a local hotel. We finished off the evening with song and scripture and prepared for goodbyes.

*Conclusions*

Looking back over this first leg, I am very proud of both the trainees and crew. Trainees have been very supportive in all areas. Also the energy and drive to learn was fantastic. I am thankful as well for the way this first leg group worked together. All jobs from clean up duties to reefing the mainsail in gusty winds were completed quickly, efficiently and with a smile. As crew, we will miss this eagerness once these trainees leave.

Many friendships have formed during the first leg, and these bonds of friendship will be long lasting. These trainees had an energy to make the most out of all their experiences. Everything from hiking up mountains ashore to developing a choir for our Sunday services demonstrated this.

Thanks to all "first leggers" for making this trip so enjoyable thus far.

**LEG #2 - PUNTARENAS, COSTA RICA TO PAPEETE, TAHITI**

Our stay in Puntarenas was a very pleasant one. Trainees enjoyed travelling throughout Costa Rica. While we were there, some went across the country to Port Limon which is on the east or Caribbean side. This trip done by train is incredibly scenic as the train travels high through the mountains and jungles before descending to the east coast of the country.

Costa Rica is known for its monkeys, bird life and three toed sloths, as well as beautiful beaches and diving areas. While

some trainees were visiting the east side, others were at beaches or up in mountain get-aways enjoying some quiet time. A few trainees took a ferry ride to a nearby island which is used as a penal colony. Prisoners roam free on the island and try to barter with the visitors.

Our remaining days in the country were spent preparing the "Swift" for the second leg of the voyage, a leg we have all been apprehensive about due to its extended length of time at sea. Also, most of the stops before Tahiti are quite remote, thus affording little possibility of replenishing food, fuel or water.

Trainees spent at least three days helping to prepare the boat for this leg. They had the option of signing up for rigging work, hull work or grocery stowage. The riggers managed to set up the complete rig under the direction of Jonathon. The hull workers and I gave the "Swift" a face lift, sanding and repainting the complete hull from the name in the stern to the frills on the figurehead's dress. Grocery stowers worked with Petra and Kath packaging food, varnishing cans to protect them from rust and stowing the tons of food required to feed 31 people for approximately three and a half months. All worked hard and every job was completed well.

We invited our first leg trainees to help welcome our new second leg trainees aboard on December 5th. We had a large intro mug-up sharing stories from the first leg and expectations and excitement for the second leg.

We left Puntarenas in the best possible form. The "Swift" was ready and so were all hands. We even had a few extra passengers for this leg. Their names were Finnigan, Oliver, Louis Armstrong and Olga. These were the names of the four chickens we took aboard before leaving. I thought that this would be the only way to ensure having a proper Christmas dinner without having to use canned meat. Also I thought it might be a great experience for all. The chicken keeping escapade turned out to be much larger and more enjoyable than I ever thought. A friend went with one of the local doctors one night through the dark streets and back country of Puntarenas in search of our Christmas dinner. Once in hand, the catch was placed in the care of the taxi driver (who promptly locked them in his trunk). Once our fowl had been safely transported to the dock, an escape was attempted by one of the chickens when the trunk was opened. An incredible sight to see our friend Neil and the driver chasing this rooster around the dock near midnight, all laughing hysterically.

Our chickens arrived safely aboard and were placed in their very comfortable home: a mahogany deck box donated by a local yacht. Our friends lived on fresh sea air, water and leftovers from our meals. We all watched with anticipation during this fattening-up process.

#### *Tuesday, December 12th*

1142 weighed anchor and made our way out of the Gulf of Nicoya under power. We are leaving Costa Rica one week late due to the wait we had in obtaining an important engine part that had failed us during the last days of the first leg. Wind was light 8 - 10 knots from the NW.

#### *Wednesday, December 13th*

Sea calm, wind light, sky overcast.

#### *Thursday, December 14th*

Set sail this morning as wind was up. We were forced to begin motor sailing at about 2054 due to light head winds.

#### *Friday, December 15th*

Calm conditions again today. We lowered sail and continued to motor towards Cocos Island, our first stop on the way to Galapagos. We had obtained permission to visit Cocos National Park from the ministry of forestry before leaving Costa Rica.

#### *Saturday, December 16th*

0956 sighted Cocos Island. 1800 anchored in Chatham Bay on the NE side of the island. Cocos is a heavily wooded island, almost impenetrable.

#### *Sunday, December 17th*

Breakfast at 0700 today, allowing treasure hunters an early start. We had heard from "reliable sources" that there was treasure on the island; twelve statues of the apostles made of gold. Steve had even been given a treasure map by a fellow treasure hunter named Doc White in San Diego before we'd left. The crew stayed back and cleaned the bottom of the hull in the crystal clear waters of Chatham Bay. Sharks and barracudas around during cleaning. 1330 weighed anchor treasureless unfortunately. I guess half a day was not enough to properly search the island. "But", say many "Swiftie" pirates, "we will return".

#### *Monday, December 18th*

Wind light, 10 - 12 knots S.E. Sky overcast with occasional showers. Sea has a light chop.

#### *Tuesday, December 19th*

Motor sailing today which has helped to increase our speed slightly. Wind still light from the S.E.



*Wednesday, December 20th*

1420 wind up to 20 knots, unfortunately still a head wind so progress is slow. 1800 wind down again to 10 - 12 knots. Fickle and frustrating. Sky clear and temperatures comfortable.

*Thursday, December 21st*

0500 sighted Isla Pinta, one of the north western Galapagos Islands. Due to light winds and opposing current progress is slow.

*Friday, December 22nd*

0300 awakened by King Neptune in time to jump "across the line", our equator crossing. After jumping we hoisted sail and made for Santa Cruz Island with a freshening S.W. wind. At 1200 King Neptune returned to complete initiation ceremonies for those sneaky "Swifties" who thought they could cross the "line" undetected at three a.m. Neptune seems to have halted the aging process, looking as young and healthy as last year. He was dressed very colourfully with multiple pairs of sunglasses and many hats. Those at home who know the hat collector amongst the crew (S.K.) can form a reasonable picture of Neptune's appearance in their minds. 1700 arrived in Academy Bay on Santa Cruz, all Swifties now proper "shellbacks".

*Saturday, December 23rd*

Not having received our clearance from Equador due to lack of communication from Equadorian officials, we were informed by the Port Captain that we would only be allowed to stay 48 hours. However, because we would be unable to obtain fuel until Christmas day, we were granted another 24 hours. Swifties arranged a special group tour and made off in great haste to see as much of the Galapagos as possible. During the two days following they visited many unique places including the Charles Darwin Research Station, huge lava tunnels, lush green island highlands and areas where the world-renowned Galapagos tortoise can be seen and even ridden, as proven by one of the Swifties. Most of the people are as unique as the wildlife found on the islands. One friend we made was a German fellow, aged 65, known as Galapagos Gus. Gus lived in a cave which contained many skeletons of giant tortoises, whales, dolphins and even human skulls.

*Sunday, December 24th*

The cooks worked especially hard today preparing a special surprise for Swifties once they had returned from exploring. When they returned to the boat, there was a sight before them that was hard to believe: loaves of almond sweet bread, chocolate croissants, plain and chocolate donuts, chocolate crepes with bowls of mixed nuts interspersed all around. A meal to be proud of, thank you Petra and Kath. After supper Bonice read a special version of "The Night Before Christmas", which had been prepared for us by a group of first leggers. Following that we sang Christmas carols and reminisced about last Christmas.

*Monday, December 25th*

Christmas day started a bit differently for most aboard this year. 0600 brought out the chicken dressing party, and without getting into too much detail, our friends Oliver, Finnigan, Louis and Olga were prepared for dinner. During this process we found out that a desperate chicken can swim. Fuel for the "Swift" arrived at 1030 and with a polite but firm smile we were wished safe sailing by the port authorities. Christmas did not seem to mean as much to the people of Academy Bay as it did to us. 1630 weighed anchor and laid a course for Pitcairn Island 3000 miles across the wide Pacific, 3000 miles without a stop.

Once underway everyone dressed in their finest clothes and gathered in the cockpit. Our friend the Pacific Santa came and we had our gift opening ceremony. We had picked names in Costa Rica with the idea that everyone would make a present for the person they chose. Everything up till now had been top secret, but the gifts that were produced were unbelievable! There was everything from hand-painted t-shirts to very finely embroidered pillow cases, ditty bags and camera cases. This Christmas spent on the "Swift" at sea gave us all the chance to reflect uninhibitedly on the true meaning of Christmas. This will be a Christmas remembered by all aboard.

The cooks once again prepared an incredible feast for all. We enjoyed a Christmas dinner which consisted of ham, chicken, mashed potatoes, corn, pineapple and every kind of sweetbread and nibbly to top things off. After dinner, we had a service which was held with special meaning as we drifted west into the wide Pacific.

*Tuesday, December 26th*

Calm, clear weather, a great Boxing Day. Everyone still full from yesterday plus there are still many leftovers. A break for the cooks. 1845 set sail to light southerly wind.

*Wednesday, December 27th*

Starting to feel the S.E. trade wind gain strength, a welcome feeling after two weeks of light unsettled wind patterns. Wind S.E. 18 knots.

Day's Run: 135 n.m.

*Thursday, December 28th*

Wind 20 knots from the S.E. Most sail set and "Swift" picking up speed. Skies are clear and everyone settling into off-

shore routine.

Day's Run: 140 n.m.

**Friday, December 29th**

Wind less strong today but weather is superb.

Day's Run: 130 n.m.

**Saturday, December 30th**

0630 wind light 10 knots S.E. 1950 increase in wind allows for better speed. 2132 Hurray! Caught a 21 pound dorado. What a feast.

Day's Run: 138 n.m.

**Sunday, December 31st**

Today dawned a beautiful New Year's Eve day. Wind light at 15 knots but steady in its direction, which is a treat for a change. 2300 wind up to 20 knots and we are sailing into the New Year with everything up except the main topsail.

2400 HAPPY NEW YEAR SWIFTIES!

Position 07°28' S lat. 102°08' W long.

Day's Run: 135 n.m.

**Monday, January 1st, 1990!**

Happy New Year's day. 0904 a 16 pound Ono is caught for lunch. Yum.

Day's Run: 165 n.m.

**Tuesday, January 2nd**

Wind out of the SE and holding steady. Skies clear with distant trade wind clouds. Many flying fish.

Day's Run: 155 n.m.

**Wednesday, January 3rd**

Wind S.E. between 10 - 15 knots. Lowered starboard course and replaced it with foresail. Light rain off and on throughout the day.

Day's Run: 140 n.m.

**Thursday, January 4th**

0430 wind drawing aft so we replaced foresail with courses again. Wind light but steady 15 knots S.E. 2150 sighted a light off starboard bow. Sailed over to investigate thinking there might be a chance of it being a life raft. Launched a dory and found light to be a drifting fishing net mark, thank goodness. Manoeuvring "Swift" and investigating by dory was a good exercise for all.

Day's Run: 135 n.m.

**Friday, January 5th**

0133 sighted deep sea vessel off starboard bow. Somewhat of a haunting feeling to see that there is someone else out here in the mid Pacific. No contact made.

Day's Run: 120 m.m.

**Saturday, January 6th**

Wind continuing to remain in the S.E. quadrant at a strength of about 15 - 20 knots. Comfortable sailing. Almost too comfortable.

Day's Run: 120 n.m.

**Sunday, January 7th**

Wind falling light again thus our daily runs are not what they should be. All of us are finding that the time is going by so quickly. Our days are filled with many different activities: everyday some are involved with learning chartwork, rules of the road, boat terminology, meteorology or celestial navigation. Some have graduated from sun sights and are now plotting positions celestially using stars and the moon. Also, during the 1200 - 1600 watch, there are two hours of boat maintenance completed by the watch that stands for this period. This schedule allows us to maintain the "Swift" at sea as well as lessen the work time needed to be put in while in port. Many jobs are underway: maintaining batteries, varnishing, scraping and refinishing woodwork, painting, sail mending and rigging work. This has been an excellent time to look after the ship as well as teach everyone new skills. Our days are never long enough to keep up with our learning, reading, chatting and sailing goals.

Day's Run: 125 n.m.

### *Monday, January 8th*

Wind 10 knots today from the S.E. For the past couple of days, we've been dealing with the odd squall that marches over the horizon, sometimes shortening down, sometimes running with the increase in wind making great speed.

Day's Run: 90 n.m.

### *Tuesday, January 9th*

Wind 10 - 12 knots, beautiful clear skies during both day and night. Temperatures again wonderfully warm.

Day's Run: 117 n.m.

### *Wednesday - Thursday, January 10th - 11th*

1130 wind 15 - 18 knots. Very squally, had to reef main today for large, longer lasting squall.

Day's Run: 100 n.m. and 112 n.m. respectively

### *Friday, January 12th*

Wind 10 knots. Frustrating sailing under squally conditions, as soon as the squall has passed the wind dies out almost completely. 0230 sighted and made contact with Norwegian freighter.

Day's Run: 137 n.m.

### *Saturday - Sunday, January 13th - 14th*

Wind 15 knots, calm seas.

Special Note: Tonight at 2000 we had a special appearance by a female singing trio. They were brought on board for Peter's birthday. During our celebrations another freighter was sighted, bound for Panama from New Zealand. He altered course and came within 3/4 miles and blew his horns. After having a close look at the "Swift" sailing along lit up by deck lights, he wished Pete a happy birthday, said "bye for now" and continued on his way.

2100 excellent contact with Pitcairn Island on Ham radio. Standing in the aft cabin or hanging in through the skylights, all hands were listening to the conversation. Both Swifties and islanders are very excited about our visit.

Day's Run: 143 n.m. average

### *Monday, January 15th*

Wind 15 knots. Sighted another freighter today. We are just on the edge of the shipping route from New Zealand to Panama. This Great Circle Route comes quite close to Pitcairn this explains all the traffic we've seen during the past couple of days. Also, winds are starting to be a bit more fickle due to the fact that we are nearing the southern extremity of the S.E. trade wind belt.

### *Tuesday, January 16th*

0745 sighted Pitcairn! The whole boat has just exploded with uncontrollable excitement. For the next 5 hours we all watched as Pitcairn grew larger and larger on the horizon. This being the only land we have seen for 22 days, a record leg for a S.A.L.T.S.' vessel. Twenty miles off, the islanders called us on the radio with excited voices announcing that they could just see us on the horizon. We too were now becoming a reality for the Pitcairners.

1200 we sailed into historical Bounty Bay with most sail set. We also flew an 18th Century British naval ensign which we proudly dipped as we tacked within the bay's limits. Imagine, here we are on a traditional 200 year old ship sailing into Bounty Bay within 20 hours of the 200th year anniversary of the settling of the mutineers on Pitcairn. I cannot even hope to explain the excitement that was felt on board this day. After tacking we sailed to the north west side of the island known as 'Tedside', where we were met by an island long-boat which had just been launched from Bounty Bay. The long boat carried 40+ people. Once alongside, they all came aboard and visited for a while and then we were off to the island. Before leaving, the Pitcairners dropped off a load of fresh fruits for the crew who were staying aboard to watch the ship for the first three days.

After an exhilarating ride through the surf in the islander's long-boat, we arrived ashore and watched as the boat was manoeuvred into position and then hauled up into the boathouse. This is a practice which has been happening for more than 100 years. These people are probably the most skilled in the world when handling their craft in the surf and in constricted areas near shore. Immediately we were divided into small groups of 3 or 4 and then taken off to different people's homes. We rode on the back of power 3 wheel all-terrain vehicles through the red dirt roads of Pitcairn. Suddenly all the areas, buildings and people that we had been reading about for ages were before us; the town square, the church, Tom Christian's home, the Bounty's anchor and John Adam's grave. It was truly a step back in time.

Our initial plan was to stay on Pitcairn only 4 days, but as you know we ended up staying 12 days. Every time I announced that 'tomorrow we should be leaving' 3 or 4 of the island men would come over and explain to me all the wonderfully convincing reasons why I should reconsider my schedule and stay for a couple more days. This happened 3 times. After being cornered by the islanders the same process was repeated by the Swifties. I began to have haunting recollections of all the tales of mutiny I had been reading about previous to our visit. EEK!

During our time on Pitcairn we were treated like family, involved in every activity from fishing to grating coconuts for baking. There were memorial services held in the church, coconut husking contests in the square and diving expeditions on the remains of the "Bounty" in Bounty Bay.

I am overcome by all the details and memories of our visit to Pitcairn. I hope that on our return from this trip I can, through slides, share more about our 12 days on this small yet overwhelming island.

***Sunday, January 28th***

A sad day. We were all delivered to the "Swift" by a longboat full of islanders and gifts. Our entire port fore-deck was covered with bananas, pineapples, papaya, watermelon, coconuts, mangos, carrots, cabbage, cucumbers and cantaloupe. As well as these, the islanders grew strawberries, corn, oranges, tomatoes, lettuce, beans and more. Both our boat and theirs were filled with teary-eyed people as the Pitcairners gave us a traditional send-off. Together they sang "In the Sweet By and By" and two other hymns as they held onto the "Swift's" rail for the last time. Reluctantly they cast off and pulled away. We promptly raised sail and again, did a farewell sail past into Bounty Bay and then shaped our course for Tahiti. God bless our friends on Pitcairn.

***Monday - Wednesday, January 29th - 31st***

Wind steady at 15 - 20 knots ENE. We are now sailing to Raivavae, a small island in the Austral group of French Polynesia. Skies are clear and "Swift" is making good time compared to our struggle during the first part of this leg.

Day's Run: 150 n.m., 149 n.m., and 165 n.m. respectively

***Thursday, February 1st***

1154 dropped leeward course and set foresail. Sky overcast, wind 18 - 20 knots NE.

Day's Run: 175 n.m.

***Friday - Saturday, February 2nd and 3rd***

Overcast again today. Wind remains out of the NE at 18 - 20 knots. Feb. 3rd we sighted Raivavae, heave to overnight.

Day's Run: 165 n.m. and 122 n.m.

***Sunday, February 4th***

1000 entered the pass through Raivavae's reef and tied up to cement wharf. Welcomed by islanders who remembered the "Swift" from last year, which was one of the reasons we wanted to return.

***Monday - Wednesday, February 5th - 7th***

Enjoyed exploring the island, Swifties again conquering the highest peak. During the evenings we enjoyed exchanging songs with the locals. We would sing English then they would sing back in Tahitian. Also one night we were taught to dance traditionally to Tahitian song, the 'soirée' lasted until 2 a.m.

***Thursday, February 8th***

1510 slipped lines and left Raivavae bound for Tubuai another of the Austral group about 100 miles WNW of Raivavae. We travelled through the night with light winds and clear skies.

***Friday, February 9th***

0628 sighted Tubuai. 1230 anchored off Tubuai waterfront.

***Friday - Sunday, February 9th - 11th***

Enjoyed exploring the island, attending a church service in the local church and spending a day as a group on one of the nearby 'motus' (meaning sandy islet in the barrier reef). Also lowered the lower topsail yard for maintenance on sail and yard.

***Monday, February 12th***

Weighed anchor and made for Papeete, Tahiti, 350 miles to the north. 1100 cleared pass and set sail with an east wind of 15 knots. Many squalls last night and today, typical weather in the area around Tahiti. 2000 heavy squall sighted. "Swift" ready for it. Wind gusty 30 - 35 knots. Jumbo block broke loose and cracked glass on forward skylight. Steve and Jon complete repairs immediately.

Day's Run: 117 n.m.

***Tuesday, February 13th***

Heard tropical warning on radio this morning, a cyclone is developing near the Cook Islands. This is unusual for this area. The next three days contain an account of our dealings with cyclone Peni, as taken from the ship's log, to set the story straight.

***Wednesday, February 14th***

0310 wind ENE 20 - 25 knots. Sky overcast with distant lightning. 1222 double reef in main taken. Wind 25 - 30 knots. Sea 10 - 15 feet. "Swift" under double reefed main, foresail and jumbo. 2108 main lowered and replaced by trysail for the night in anticipation of gusty weather.

Day's Run: 123 n.m.

*Thursday, February 15th*

1246 wind 35 knots and gusting, seas 15 - 18 feet. Sky overcast with occasional lightning. 1226 tacked ship to move away from the cyclone's approaching center. We are plotting Peni's center every 30 minutes from radio reports. After tack we lowered trysail, now on a port tack hove to under foresail. 1730 foresail ripped due to strain while reefing. Wind 40 - 50 knots, seas 20 feet. Barometer 1003 millibars. 1900 "Swift" running under bare poles until trysail can be set on foremast.

1930 trysail set and "Swift" is riding out weather comfortably and is reasonably dry. Cyclone center 300 miles distant.

*Friday, February 16th*

0100 strong gusts 55+ knots, leeward rail occasionally submerged. "Swift" under trysail alone. 0230 rain and stronger winds, speed estimated 60 knots. Seas 25 feet. 1650 winds down to 30 knots max., seas less threatening. Looking back on these three days, I was impressed by the energy and motivation exhibited by the trainees and crew. As well I was again encouraged by the way the "Swift" herself managed in these stormy conditions. Trainees were always immediately at hand when needed, whether for handling sail or making temporary repairs, under the direction of Jon and Steve, which we had to do on the 15th. I have gained complete confidence in the "Swift" and those who are aboard her, a reassuring feeling.

*Saturday, February 17th*

0124 wind down to 5 - 10 knots, motoring towards Tahiti. 1200 sighted Tahiti. Raining off and on, sea down to a low swell.

*Sunday, February 18th*

0900 enter Papeete harbour. 1030 anchored off of Protestant temple in harbour.

*Sunday - Friday, February 18th - 23rd*

The next days in Tahiti were spent repairing the damage done by Peni and touring. We decided as a group that we should bring "Swift" back up to a point where she would be ready for another cyclone if one came our way. We wanted her in this condition before leaving Papeete to explore the neighbouring islands. This took us three days. I've never seen a group work so hard. There were people repairing the foresail, tightening the rigging and checking over the whole boat for any jobs that needed to be done.

*Saturday, February 24th*

0700 weighed anchor and set sail for Moorea. Wind 15 knots ESE. Sailing under main, twin courses and lower topsail. 1200 entered Opunohu Bay and anchored in a position near to where the "Swift" was last year. We also met some friends that were here last year: our sailing family aboard the 52' "Guapos".

*Sunday, February 25th*

Exploring Moorea by bike, scooter and car, swimming and enjoying beautiful beaches filled our time on the island.

*Monday, February 26th*

1700 weighed anchor for an overnight trip to Huahine, one of the islands in the Society group.

*Tuesday, February 27th*

Wind light through the night so we ended up motoring. 0930 entered pass Farerea on the east side of Huahine. This pass is less busy than the others on the island. It was great to be in an uncrowded area and have it all to ourselves to explore.

*Wednesday, February 28th*

0930 weighed anchor and moved to west side of Huahine. Tied to the dock on the water front of Fare, the main village of Huahine. 1830 slipped lines and moved to an anchorage for the night.

*Thursday, March 1st*

0745 weighed anchor and under calm conditions made for Tahaa, the next island west of Huahine. 1215 entered reef surrounding Tahaa through pass Toahotu. 1400 anchored off of Marina Iiti, a small boat marina with a couple of shore-side bungalows made of thatch for visitors. Today was spent exploring and sailing on the marina's 18 foot Hobie Cat.

*Friday, March 2nd*

We have decided to circumnavigate Tahaa within the reef. There is a reef which surrounds the island of Tahaa and between the island and the reef is a pass which can be negotiated by a careful skipper and crew. For this job we asked our intermediate trainees to take up the challenge. They chose their own skipper, mate and crew. Once underway, people were positioned up the mast on a rotational basis as lookouts for coral heads, which lurked inches below the surface. This was an excellent exercise for the intermediates to practise all the skills they have been learning for the past months. I don't think the "Swift" has ever been piloted as carefully as it was today. Our destination was motu Tuahine, which is half way round the island. We were told that a true paradise has been established there. A Swiss man and his wife have carved this paradise by hand out of local timber. 1330 anchored

off motu Tuahine. A place we will never forget with swimming, visiting, snorkelling and riding bareback on the island's resident horse along the sandy beaches of motu.

*Saturday, March 3rd*

1300 weighed anchor and continued around Tahaa to the port of Tapuamu where we fixed to the dock, intermediates again piloting the "Swift".

*Sunday, March 4th*

0530 slipped lines and headed out of reef bound for Bora Bora. We sailed as far as possible until the wind died which forced us to motor the remainder of the night to the only pass through Bora Bora's reef. 1145 tied up to wharf, shore leave.

*Monday - Tuesday, March 5th - 6th*

These were exciting days as we attempted something new while fixed to the dock. During these two days the crew painted the hull of the "Swift" and even managed to paint a portion below the waterline, heeling the ship over next to the dock. An elaborate system of lines and pulleys was engineered so that by attaching a line to the top of the mast we could heel the "Swift" over towards the dock enough to expose 2 - 3 feet of underwater paint. This was a job not so out of the ordinary many years ago, but needless to say, a new experience for us Swifties.

*Wednesday, March 7th*

After exploring and painting we were off for the Tuamotos 220 miles to the ENE of Bora Bora. 1600 left Bora Bora.

*Thursday, March 8th*

0404 wind 15 knots, sailing under all fore and aft sails.

*Friday, March 9th*

1130 wind falling light, lowered sail and continued under power.

*Saturday, March 10th*

0545 sighted Tikehau. 0945 hove to off of pass and waited for slack water. 1010 entered pass and continued south to the main village of Tuherahera. 1230 tied up to village wharf.

*Sunday - Monday, March 11th - 12th*

These days were spent playing soccer, volleyball, snorkelling and enjoying this very beautiful atoll. Sunday morning we went to church and were very warmly welcomed. The minister was Tahitian but gave us his sermon in English so we would feel a part of his church. He then gave a similar sermon in Tahitian to the rest of the congregation. After the service we were invited to a feast for lunch accompanied by the whole church. Sunday evening was spent back at the church for a large celebration. Every year on March 5th French Polynesia celebrates the anniversary of the Protestant church missionaries arrival with the gospel. This year was an exceptionally large commemoration as they are approaching the 200th anniversary. Thus there were people visiting Tikehau from the atolls of Mataiva, Takapoto and Rangiroa for the celebration. During our gathering with these people we all shared songs and skits from our own area. This was a unique experience for us Swifties to see a bit of old Tahiti. The minister mentioned that he had not seen a group of foreigners so warmly welcomed by the people of the Tuamots for a long time. More singing and exchanging of songs went on into the night back aboard the "Swift". When we decided to leave the island we received many warnings from the locals as reasons why we should not go: "there is a huge hammer-head shark in the pass bigger than your boat", "it's going to start snowing and the lagoon will freeze", "there is a big ship outside the reef that is going to ram you if you leave", etc. All these reasons were given in hopes of persuading us to stay another day. When they heard that we would go, they threatened to steel our propeller in the night and hold our lines to the dock. Haunting reminders of Pitcairn.

*Tuesday, March 13th*

0945 slipped lines and left dock, propeller and all. 1000 set sail and sailed towards the pass in the reef. 2300 hove to off of Aruta pass on the atoll of Rangiroa.

*Wednesday, March 14th*

0600 entered pass and anchored off the village of Arutua in crystal clear water.

*Thursday, March 15th*

0615 weighed anchor and moved to the other village of Rangiroa, situated across the other pass through the reef. This is Tiputa village. Shore leave. 1710 left Rangiroa through Tiputa pass bound for Apataki atoll.

*Friday, March 16th*

Head winds all last night and today. Progress is slow as we are under power. 2000 approached Haniuru pass on Apataki.

This pass is very deep and clear of all dangers. There are also line up lights to aid in entering at night. The village of Haniruru is situated in the middle of the pass on the south side. We decided to approach and have a look at the pass and then make a decision about entering, as nightfall was upon us. When near the pass we were boarded by a group of locals and a crew member from our friends aboard the "Guapos". Before we knew it we were safely piloted in and tied up to the dock, surrounded by islanders.

#### *Saturday - Sunday, March 17th - 18th*

During our time here we enjoyed dancing and singing with locals, as well as snorkelling and having the opportunity to visit a black pearl farm. We found out later that we were only the second boat to visit Apataki this year, "Guapos" being the first, arriving 6 hours before us.

#### *Sunday, March 18th*

1500 sang Mingulay Boat song before slipping lines and leaving our many friends on Apataki. We sailed out of the pass laden down with coconuts, flowers, fish, many shell necklaces and hats woven from coconut palm leaves.

#### *Monday, March 19th*

Light winds on our beam 5 - 10 knots, sky partially overcast, weather warm. Motoring towards Papeete.

#### *Tuesday, March 20th*

0416 sighted Tahiti. 0930 tied up to wharf in downtown Papeete.

#### *Conclusions*

Looking back over this last leg brings many memories to mind, and I hope that this log will help give you some insight into what we have gone through during this second leg.

Again the "Swift" has proven herself a speedy ship in light trade winds as well as being stout enough to weather a tropical cyclone. Our confidence in this special vessel grows daily. We have also learned that the "Swift" is capable of long passages. After travelling 4500 nautical miles without taking water or any sizable quantity of food aboard, all our worries and apprehensions regarding this part of the voyage proved unwarranted. Our crew as well have done an amazing job in maintaining health and energy. Trainees have put an enormous amount of enthusiasm into learning and experiencing during this leg. Jobs are now completed without direction, only observation.

Thanks to all at home for your support and prayers. We honestly feel your help. And thank you to all those on board who have made this an unforgettable leg.

God bless.

Tony Anderson  
Master, "Pacific Swift"

### **LEG #3 - TAHITI TO HAWAII**

#### *Monday, April 2nd*

Reluctantly in some ways we prepared the "Swift" for the first of her homeward bound leap. We will now be heading north instead of south. We all have had an exceptional time here in French Polynesia. We have been very fortunate with regards to the people and the amazing places we have seen. Also, we have been away from any large cities for some time. I think that Honolulu will be a big change for us all.

In a way it is fortunate that we have been delayed here in Tahiti for another week. Can you believe it? We are 'forced' to stay in Tahiti! Things can't be all bad. This extra week in Tahiti has allowed us all to see more than we expected. Some have gone off touring the island in 4-wheel drive jeeps, others have gone mountain climbing and of course there is always the never-tiring beach crowd. The "Swift" also was given a bit more attention during this extra week and is completely ready for the 2700 mile passage to Hawaii.

#### *Tuesday, April 3rd*

1430 slipped lines and cleared the pass in the reef, leaving Papeete behind for the last time. Weather was fine, clear skies, warm temperatures and a light SE wind at 10 - 15 knots. 1600 put out the fishing line in hopes of some fresh Mahi Mahi.

#### *Wednesday, April 4th*

Wind has gone around to the NNE today and is at a strength of 10 - 15 knots. We are motor-sailing, trying to gain some easting. When sailing from Tahiti to Hawaii it is very important for one to try and steer somewhat of an easterly course at least up until the equator. Below the equator SE winds dominate and above it northeasters dominate. If you were to head straight up to Hawaii from Tahiti, once you crossed the equator the ship would have to beat against head winds for the remainder of the leg.

Beating is uncomfortable as well as hard on the vessel and its rigging. Therefore, the "Swift's" course up to the Equator is headed in a NNE or NE direction.

Day's Run: 116 n.m.

#### *Thursday, April 5th*

0142 watched distant lightning dance across the water. Today the sky was covered with patch cloud. Wind still down at 15 knots and from the ENE, therefore we are still motor-sailing. 1700 the first fish of this leg is caught - a 10 pound skipjack tuna.

Day's Run: 106 n.m.

#### *Friday, April 6th*

Wind has been slowly building all day and we are motor-sailing close hauled against a 20 knot head wind. It looks as though the SE trade has decided to blow more NE than south east. We will have to fight for our easting.

Day's Run: 100 n.m.

#### *Saturday, April 7th*

More lightning this morning. Wind still ahead 20 knots. Choppy seas with cloudy skies. Eeek! We must be heading north. 1014 fish - a seven pound skipjack tuna.

Day's Run: 112 n.m.

#### *Sunday, April 8th*

Latitude 11°06' S. We are now starting to be affected by the unsettled equatorial weather. Each day we have 3 - 4 squalls which arrive with strong winds and driving rain. Great for keeping everyone sweet smelling. Whenever a squall is sighted the faithful lookout sounds the warning and all prepare for its arrival; not with rain gear, deck boots and sou'westers but with bathing suits, Irish Spring and Herbal Essence shampoo. Quite a site to see 25 grown people standing on deck having a shower in a South Pacific squall.

Day's Run: 104 n.m.

#### *Monday, April 9th*

Wind ENE 20 knots. More squalls and cloudy skies.

Day's Run: 125 n.m.

#### *Tuesday, April 10th*

Wind still ahead. We have decided to skip the Marqueses, the NE island group of French Polynesia. We have made slow progress thus far and being already one week behind we have decided to spend any spare time in the Hawaiian Islands.

2300 "Pirate Meeting". I don't think that I have given the pirate Swifties proper recognition in the previous log, so I thought now might be appropriate. We have a group of males aboard (names being omitted to protect the innocent) who meet in the hold regularly each leg. These meetings usually start about half-way through the leg and then continue about every two weeks after that. This is actually a guess as no one really knows for sure. These reunions are very private and during them the "Hold Brothers", as I'll call them from now on, get together late at night and dress each other up in pirate uniforms complete with bandanas, plastic swords and knives, pirate-style pantaloons, eye patches and tattoos. Truly a motley crew. Each new member to the "Hold Brothers" must be properly initiated during one of the "Pirate Meetings". A tense moment for the unsuspecting new trainee when awakened at 0200 by this ghastly crew and forced to perform strange duties. Fortunately the "Swift" pirates are quite harmless and are usually kept busy during their meetings eating "treasures" that have been kept aside for weeks. Some favourites are artificial coco mix from Costa Rica, Nutella (chocolate nut spread) from Tahiti and anything else that remotely resembles what we know as junk food. The only word I ever hear spoken during these private pirate gatherings is "aaarrrrrGGGG!"

Day's Run: 143 n.m.

#### *Wednesday, April 11th*

Wind down again to 10 - 15 knots from the ENE. We continue to motor-sail.

Day's Run: 125 n.m.

#### *Thursday, April 12th*

Latitude 02°01'S, nearing the equator. 1842 sighted a large Japanese fishing vessel. We tried to make contact speaking English, French, Spanish and Mandarin, all those languages spoken by Jean, one of our trainees from Montréal. Our friend must have been asleep as there was no answer. Seeing another boat out here was exciting for all.

Day's Run: 136 n.m.

#### *Friday, April 13th*

Sky clear, sea calm with light breeze from the east. 1050 Latitude 00°00'. Hurray!! We've just entered the northern hemisphere. After our traditional "jump across the line", we all gathered for King Neptune's appearance. I must be honest though,



Neptune has aged considerably since our last encounter. Believe it or not he is actually losing some of his hair (we love you J.L.). Needless to say Neptune's initiation ceremonies were carried out in proper form. Some of us felt a bit nervous for the new trainees who had to participate in these ceremonies under the watchful eyes of all the "Swift's proper "shellbacks".

Day's Run: 139 n.m.

#### *Saturday, April 14th*

Wind today continues to blow from the ENE. Today is an exciting day as we have altered course and are now heading due north.

Day's Run: 133 n.m.

#### *Sunday, April 15th*

Easter Sunday. For those who wanted to attend, we had an early service while watching the sun rise at 0530. Almost everyone was there as we gathered on the after deck and sang a few songs together. We also read the Easter story from Mark's Gospel, an appropriate start to this special day. Later in the afternoon we all met for our regular service. Today we headed further off the wind and shaped our course for Hilo on the big island of Hawaii.

Day's Run: 125 n.m.

#### *Monday, April 16th*

Wind ENE 18 - 20 knots, seas lumpy, skies overcast.

Day's Run: 120 n.m.

#### *Tuesday, April 17th*

0730 lowered jib and took first reef in mainsail. Wind up to 25 - 30 knots. 1530 took second reef in main. Wind 35 knots, sea very lumpy and confused. Barometer down to 1004 millibars. We nervously wait for a nearby depression to pass by. Thoughts of cyclone Peni come into everyone's minds.

Day's Run: 115 n.m.

#### *Wednesday, April 18th*

0930 we were able to shake out the second reef in the main and continue under a stiff breeze from the east. Barometer already on the rise at 1008 millibars.

Day's Run: 137 n.m.

#### *Thursday, April 19th*

Wind 25 knots today and our course is such that we can maintain a beam reach as our point of sail. This being a relatively fast point of sail, we are having a great day of sailing. 2330 another vessel sighted but again no contact was made.

Day's Run: 160 n.m.

#### *Friday, April 20th*

Wind up again to 30 knots this morning. We are sailing under a reefed main plus the fore and jumbo. 1810 wind stronger than this morning and we have been dealing with squalls repeatedly all day. Noticed two small tears in the foresail at supper time so we lowered it and set the trysail in its place. Repairs were completed within two hours and the sail was ready to use again.

Day's Run: 130 n.m.

#### *Saturday, April 21st*

Wind down again to 25 knots about midday today. Sky still partially cloudy. We are all feeling chilly (a strange concept considering that the temperatures are still in the upper 70's °F). Tahiti really did spoil us.

Day's Run: 125 n.m.

#### *Sunday, April 22nd*

Continuing under reefed main, foresail and jumbo. Occasionally we will set the jib when the wind permits.

Day's Run: 130 n.m.

#### *Monday, April 23rd*

0530 sighted the south eastern end of the island of Hawaii. Unfortunately, as soon as we sighted land, the wind began to die down so we were forced to motor-sail the few remaining miles. 1650 tie up to pier in Hilo Bay.

#### *Tuesday, April 24th*

Shore leave.

### *Wednesday, April 25th*

1130 slipped lines and left Hilo bound for Kealahou Bay (Cook's Bay) on the west side of the island. We travelled around the south coast and managed to catch a glimpse of the lava flowing into the sea, a spectacular sight. The volcano on Hawaii had just had a recent eruption destroying about 100 homes. We felt quite safe about our floating refuge.

### *Thursday, April 26th*

Great sailing today after we rounded the southern point of the island. 2230 anchored in Kealahou Bay.

### *Friday, April 27th*

We spent a good part of the day exploring the area. Trainees visited the Kona Coffee mills and the Salisbury farm belonging to the man who invented the Salisbury steak. Some saw the place where Captain Cook was murdered on February 14, 1779. We had read the account of Cook's death in a diary of his journeys the night before. It was a haunting feeling to stand in the same place and try to picture what had actually gone on during this confrontation with the Hawaiians. After lunch we weighed anchor and headed for Molokini off the coast of Maui for some snorkelling.

Half way across the channel separating Hawaii and Maui we were surrounded by a group of dolphins. As conditions were calm, we thought this would be an excellent time to try to swim with these incredible mammals. So, that's right, three quarters of the crew jumped overboard with masks and snorkels. Unfortunately, it seemed that the dolphins were not as keen on this idea as we were and promptly disappeared. Only glimpses were caught by some of the trainees. Shortly after that we had a very close encounter with a curious manta ray who came to assist in a minor repair on the propeller.

### *Saturday, April 28th*

0500 anchored in the shallow bay of Molokini. All awoke to the peace and tranquility of this beautiful island. Molokini is a very small island about 3/4 of a mile long. It is shaped like a half moon and is the remains of a sunken volcano. We had heard that this is one of the best snorkelling places in the islands. What we did not hear though, was that all of the tourists had heard the same story. By 0830 we were surrounded by 30 tour boats all holding 50 - 100 people each. After they'd had a two hour swim, we were left deserted again to enjoy the bay on our own. Welcome back to the fast land. After lunch we weighed anchor and headed for Lahina on Maui. We were treated to a close encounter with a hump back whale on the way to our anchorage off this old whaling village.

### *Sunday - Monday, April 29th - 30th*

Shore leave.

### *Monday, April 30th*

1750 weighed anchor, bound for Honolulu on Oahu. We enjoyed a fantastic sail up until 2400 when our wind died. We decided to continue under power.

### *Tuesday, May 1st*

0900 tied up to pier 8 in Honolulu harbour.

### *Tuesday - Sunday, May 1st - 6th*

The remaining days of this leg were spent touring Oahu and preparing the "Swift" for her final homeward leg.

### *Conclusions*

It is with heavy hearts that we prepare for this last leg. All of us are excited about seeing friends and family at home but also part of each one of us longs to continue exploring, meeting new people and sharing the love and companionship we have enjoyed for the past months. People often ask me "why" we do this - take people out on a traditional two hundred year-old-style sailing ship and wander throughout the Pacific as we have been doing. It is sometimes hard to give them the answer I'd like. Many people believe we are living in a false world out here, escaping the real world at home. This may be true in some way, but I think in only a very small way. The truth is that we have been forced as a group to love together literally through thick and thin. We have individually been forced to deal with emotions, fears and uncomfortable situations that arise amongst people day to day. We have encountered these obstacles and have overcome them. With God's guidance, we have proven that people can still live in harmony with each other and work out their differences, as well as respect and learn from each other in doing so. Personally I think that this is the real world and my prayer is that we can take what we have learned out here and share it with those at home who might not have the chance to experience a "community" as we have.

God bless all of you at home. See you on June 6th!

Tony Anderson  
Master, "Pacific Swift"

## LEG #4 - HAWAII TO VICTORIA

### *Tuesday - Monday, May 1st - 7th*

Our remaining days in Honolulu were profitable for all. We had the chance to repair and prepare the "Swift" for her homeward leg. Once again, we set up hull painting crews, varnishing crews and grocery and rigging crews. Our "Swift" was gleaming as we sailed out of Honolulu bound for Victoria.

During this week we had the time to properly send home some of our closest friends. Quite a few trainees left the boat in Hawaii; we had a change over of ten people. It is quite a shock to spend so much time with people and then have them leave before the trip ends. Nevertheless, we had numerous get-togethers and celebrations, both ashore and afloat, for our departing friends as well as our newcomers.

### *Tuesday, May 8th*

1300 slipped lines after painful good-byes and left Honolulu Harbor under power. Sunny skies with trade winds up at 15 - 20 knots.

1430 we set sail and shaped a course for Kauai, one of the most northern Hawaiian islands.

### *Wednesday, May 9th*

0400 sighted Kauai; lowered sail shortly afterwards and were anchored in Nawiliwili Bay by 0700. Shore leave.

### *Thursday, May 10th*

Shore leave until 1800 when we weighed anchor for the last time before reaching home. Motored against light headwinds around the S.E. side of Kauai.

### *Friday, May 11th*

0745 set five lowers to a 10 - 15 knot wind. Forced to motor-sail due to wind strength and direction.

### *Saturday, May 12th*

0740 wind 15 - 20 knots N.E. Sky mainly clear. Last night at 0310 we sighted another vessel but no contact was made.

Day's Run: 132 n.m.

### *Sunday, May 13th*

Beautiful weather; warm temperatures and sunny skies. We are still motor-sailing due to light winds.

Day's Run: 120 n.m.

### *Monday, May 14th*

Wind 15 knots N.E. We are plotting the position of the resident North Pacific high pressure area which seems to be unusually far west for this time of year. Hopefully it will move to its more common position for the month of May.

Day's Run: 115 n.m.

### *Tuesday, May 15th*

0400 wind 5 knots - frustrating.

0900 lowered sail, sea calm, sky clear.

Day's Run: 113 n.m.

### *Wednesday, May 16th*

Day's Run: 115 n.m.

### *Thursday, May 17th*

Motor-sailing again. We've altered course and are heading almost directly for Vancouver Island. Temperatures are cooling down. I think all our blood has thinned down due to too much time in the South Pacific; I hope it thickens again soon. Brrrr.

Day's Run: 120 n.m.

### *Friday, May 18th*

At 1012 and at 2147, we encountered fog. It was a treat in a way to be surrounded by this ominous mist. Wind 15 knots, sea choppy.

Day's Run: 105 n.m.

### *Saturday, May 19th*

1116 horray! We caught our first fish, and what a fish! We caught a 29 pound albacore. This is a very white-meated tuna, and we are told that it is the best tasting (I believe it) kind. A real "Charlie the Tuna". Engine off today, another treat! We're

sailing under all fore and aft sails plus lower tops'l with a beam wind of 15 - 18 knots.

2000 had to clear up lower tops'l, jib tops'l and main tops'l. Wind gusting 25 knots and higher.

Day's Run: 112 n.m.

*Sunday, May 20th*

1100 wind 30 knots N.W., gusty with a low swell building under choppy seas. Jib halyard chaffed through and let go at 1115. Jonathon and Rob made repairs.

*Monday, May 21st*

0230 sailing under reefed main, fore and jumbo sails. Wind is 30 knots from N.N.W. with the occasional squall. "Swift" is battened down and doing well.

Day's Run: 110 n.m.

*Tuesday, May 22nd*

0800 shook the reef out of the main sail. We were also able to set the square sail and continue under 10 - 15 knot N.N.W. winds.

One of our great past-times while keeping watch on deck during the day is to watch the brave souls who venture on deck with shampoo and soap in hand. It's frightening to see them scoop a bucket of this 'frigid' North Pacific water and proceed to have a bath. I'm sure at times that I could see chunks of ice floating in the water which was taken aboard. This observation was verified by the looks on the bather's face once his body was doused. Imagine a complete shower with shampoo, soap and complete rinse in under one minute! Steve and I were standing by with our hypothermic kit just in case!

*Wednesday, May 23rd*

0800 sailing with course and all squares. Set to a 20 knot S.W. wind. Skies mainly overcast.

Day's Run: 100 n.m.

*Thursday, May 24th*

Day's Run: 147 n.m.

*Friday, May 25th*

Day's Run: 120 n.m.

*Saturday, May 26th*

0430 what a sail! We had to reef the main last night at 0300 in pouring rain and gusting winds.

0500 wind west at 35 knots. We are sailing with reefed main sail, foresail, jumbo and lower tops'l. Before reefing last night, the "Swift's" speed between fixes was estimated at 11 - 11.5 knots. Our best day's run for the voyage.

Day's Run: 190 n.m.

*Sunday, May 27th*

Unbelievable, wind down to 10 knots N.N.W. At least we are all becoming good sail handlers.

Day's Run: 130 n.m.

*Monday, May 28th*

1038 reefed the main again to 30 - 35 knots S.E. wind this time. What a variety of weather we are having.

1200 doubled-reefed the main, fore and jumbo sails. "Swift" is surging along on a broad reach, wind 35+ knots.

Day's Run: 130 n.m.

*Tuesday, May 29th*

That's right. You guessed it! We are motoring again with flat calm conditions. Zero wind.

We are also very low on fuel due to all the motoring we have had to do in the beginning of this leg. We can afford to motor for another day and a half which will leave us with about 20 hours of motoring left for emergency. An exciting feeling in a way to have to rely on the wind. We have plenty of food and water so there are no worries. I must admit though that it is a bit frustrating to be becalmed just outside of home.

Day's Run: 130 n.m.

*Wednesday, May 30th*

Continue to motor. Wind is less than 10 knots. Sea very calm and sky is cloudy.

Day's Run: 111 n.m.

### *Thursday, May 31st*

Today we decided that we had to stop the engine at 1600 hours to ensure a safe reserve of fuel for charging batteries and motoring home. Everyone is uttering quiet prayers for wind. We are about 20 miles outside the Strait of Juan de Fuca.

Unbelievable, at 1400 a beautiful S.W. wind arrived with a strength of 20 knots. We set everything we could. What a wonderful feeling to be charging for home with rail under water.

1600 sky cleared and we could see Cape Flattery to the right and Vancouver Island to the left. We were just entering the strait. Speed 9 knots. "Swift" must have looked quite impressive to the odd freighter that powered by. As the old timers would say: "She's stonking fer home bye". Five miles inside of the strait, the wind dies. Fortunately the wind gave us the boost we needed to be able to reach Port Angeles, U.S.A. under power and obtain some fuel.

### *Friday, June 1st*

0230 heave to off Port Angeles.

0730 tie up in Port Angeles - congratulations Swifties! We cleared customs by phone and then celebrated by raiding the nearest Coke machine. After a great breakfast of pancakes, blackberries and Coke, we took on fuel and water and then departed for Port Townsend.

1700 tied up at Port Townsend city dock. We were warmly welcomed by locals and invited to use the nearby showers. Quite a treat!

### *Saturday, June 2nd*

Yesterday and today were spent exploring this quaint and cozy port town. People here are very "classic boat oriented". We had an open house for two hours today and were swamped with friendly faces.

### *Sunday, June 3rd*

1145 slipped lines under power and motored to Friday Harbor, another enjoyable harbour and town to visit in the San Juan Islands. We had to stop here due to reports of exceptional ice cream parlors. They were true.

### *Monday, June 4th*

Jonathon and Rob, ably assisted by nearly all the trainees, gave the "Swift" a face lift before returning home. Work was somewhat slowed and limited during the crossing due to the wet weather, which persisted until our return. I should mention that the trainees are not required to stay behind in port and work on the boat. They all volunteered. What a treat!

1545 slipped lines and motored under calm conditions to Bedwell Harbour, our first Canadian port after nine months away.

1900 tied up and cleared Customs. Raided our Canadian Coke machine.

### *Tuesday, June 5th*

1015 slipped lines and headed to Cadboro Bay for our last night. What a night we had! We picked up veteran Swifties from Legs 1, 2, and 3 on the beach and took them out to the "Swift" by dory. About 20 Swifties joined us for this last Mug-up. We had an exceptional time recounting adventures which took place during this voyage.

Veteran Swifties returned home that night and we picked them up by dory again at 0730 the following morning for the final sail into Victoria Harbour.

### *Wednesday, June 6th*

A very memorable day. We rendez-voused with "Robertson II" off of Victoria's waterfront. Parents of Swifties were able to sail on the "Robertson II" and have the chance to experience first contact with their family members.

Our sail into the harbour was very exciting. There was a gun salute and many people awaiting our arrival. It was so wonderful to be welcomed home in this way. After speeches, all were allowed to mingle and visit with friends and family. It was quite overwhelming to see so many familiar faces after such a long time away. Welcome home Swifties.

### *Conclusions*

I would like to say a special thank you to all those at home who gave us so much support during this 89 - 90 voyage. Thank you for all your letters, your words of encouragement and mostly for your prayers. We have had an exceptional trip. Most of us agree that we would like to be continuing on if it were not for family and friends at home, who have been greatly missed.

As a group and individually we have learned a great deal about living together. We have learned more about ourselves. I pray that we might retain the things we have learned and continue to grow and share our experiences with others.

Most of all, thank you to all the Swifties. You have made this trip exceptional with your energy, patience and humour. Keep in touch with each other and always. May God bless and guide you.

Tony Anderson  
Master, "Pacific Swift"