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Voss, John Claus,
Voyage of the Indian war
canoe, Tilikum, across the
Pacific from Canada to
Australia

The Voyage of the Indian War Canoe,

TILIKUM.

Across the Pacific

— FROM —

CANADA TO AUSTRALIA.

. . . . *Being*

The First Portion of the Voyage Round the World,

By CAPTAIN VOSS,

In the Smallest Boat that has ever Crossed the Pacific

Ocean, travelling a distance of

12,300 MILES.

The Tilikum

Also Claims the Distinction of being the First Deep Sea

Vessel that has ever Visited the Provincial Towns

of Australia and New Zealand.

The Voyage of the Indian War Canoe.

TILIKUM.

Across the Pacific

FROM

CANADA TO AUSTRALIA.

BY

The First Expedition of the Kind, Round the World.

By CHITLEY TOWN

In the smallest boat that has ever crossed the Pacific

in a single voyage.

12,500 MILES.

The Tilikum

also claims the distinction of being the first deep sea

voyage that has ever started the "Vermont" from

of Australia and New Zealand.

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EPUB ISBN: 978-0-908328-23-9

PDF ISBN: 978-0-908331-19-2

Title: The voyage of the Indian war canoe, Tilikum, across the Pacific from Canada to Australia : being the first portion of the voyage round the world, by Captain Voss, in the smallest boat that has ever crossed the Pacific Ocean, travelling a distance of 12,300 miles.

Author: Voss, John Claus

Published: McConechy and Joyce (the Caxton),
Invercargill, N.Z., 1903

Contents.

PREFACE.

This little book is an account of the voyage of the Tilikum, including very valuable information for old and young, which is written from experiences by myself. No man can write on the particular points which are given in this book without the practical experience. As my readers will understand by reading this book that I have sailed over 12,300 miles in a smaller boat than a common-size lifeboat, without moving a nail in my boat; that should be sufficient proof that I, as a seaman, understand my business, and my readers should take particular notice and read my information carefully as you never know what is before you. You may think that you will never travel on the ocean, and, therefore, have no use for my book or information. Suppose you never do need my information, which I hope you never will, but should you ever get into one of the positions I have mentioned, a knowledge of the contents of this little book will show you what action to take, and thus be the means of saving your life. The information I have given is short, direct, and to the point. When carried out, it will be the means of great saving of life in the future. After completing my voyage to England I will try and introduce the sea anchor for all boats and seagoing vessels, as it is very little known amongst seafaring people. Keep this book amongst your valuables.

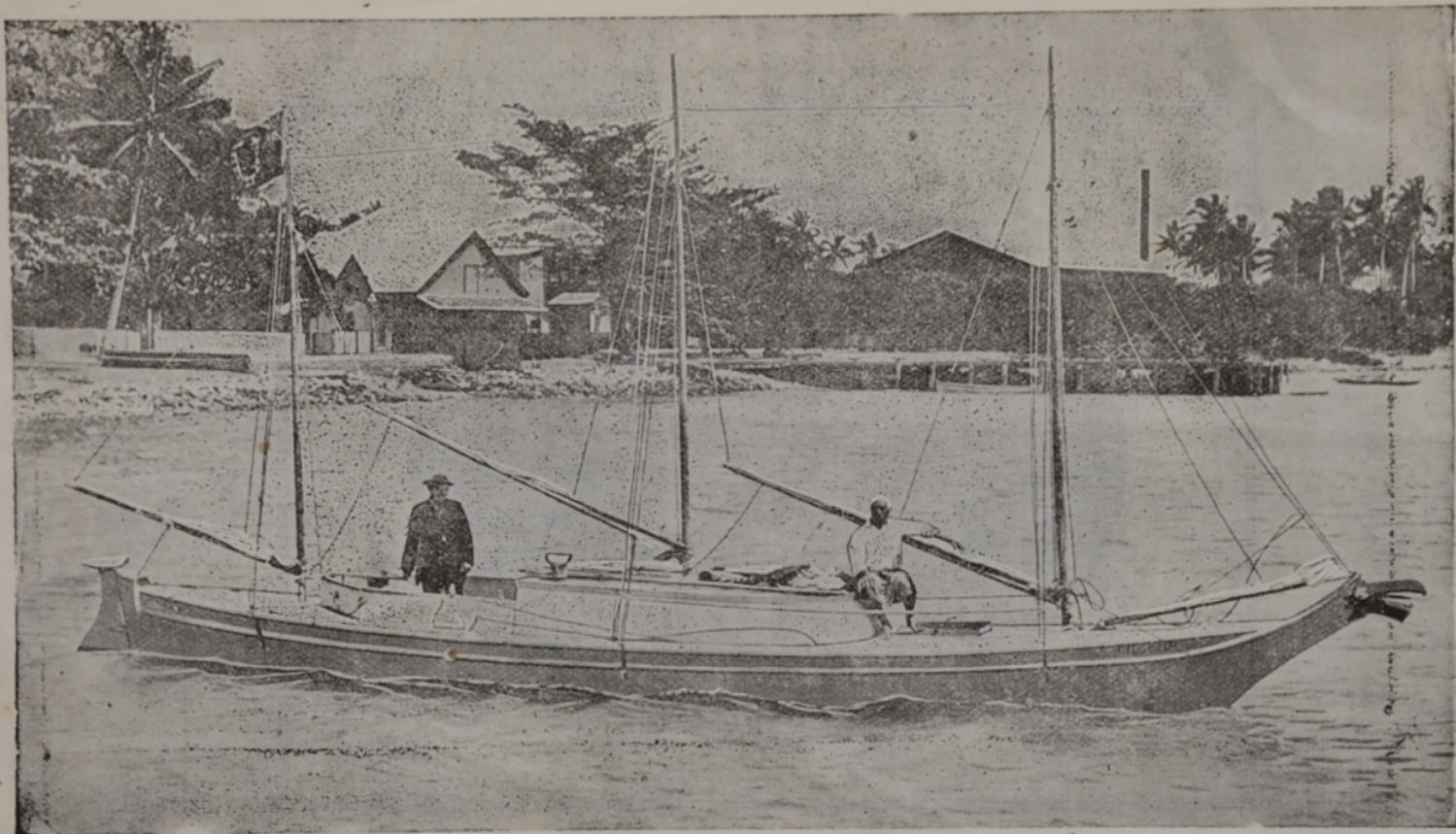
CAPT. J. C. VOSS.

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At Apia, Samoa.

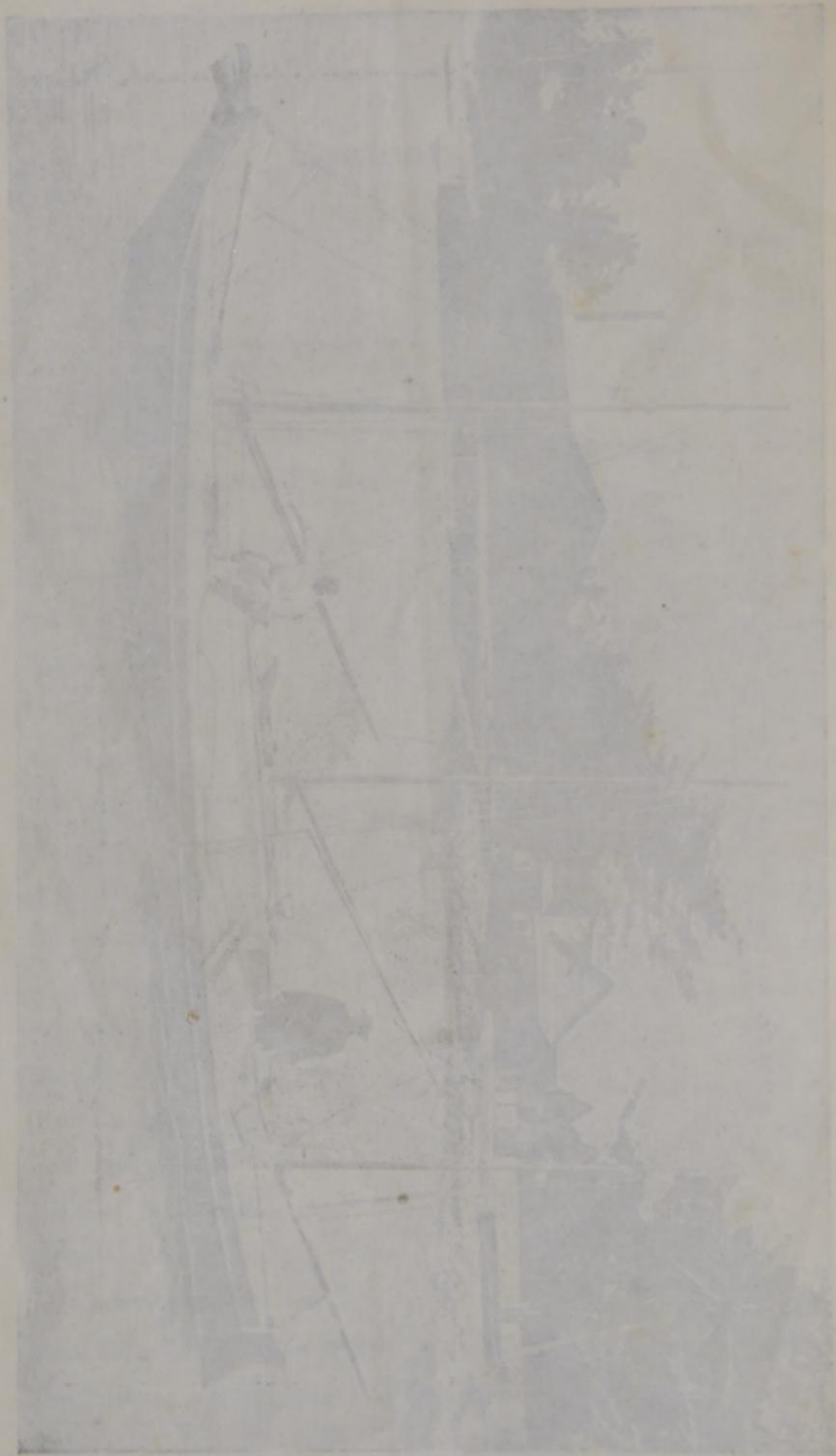
TILIKUM.—J. C. Voss, Master.

Photo by Mr Davis, Samoa.

Удвіг' Зашов.

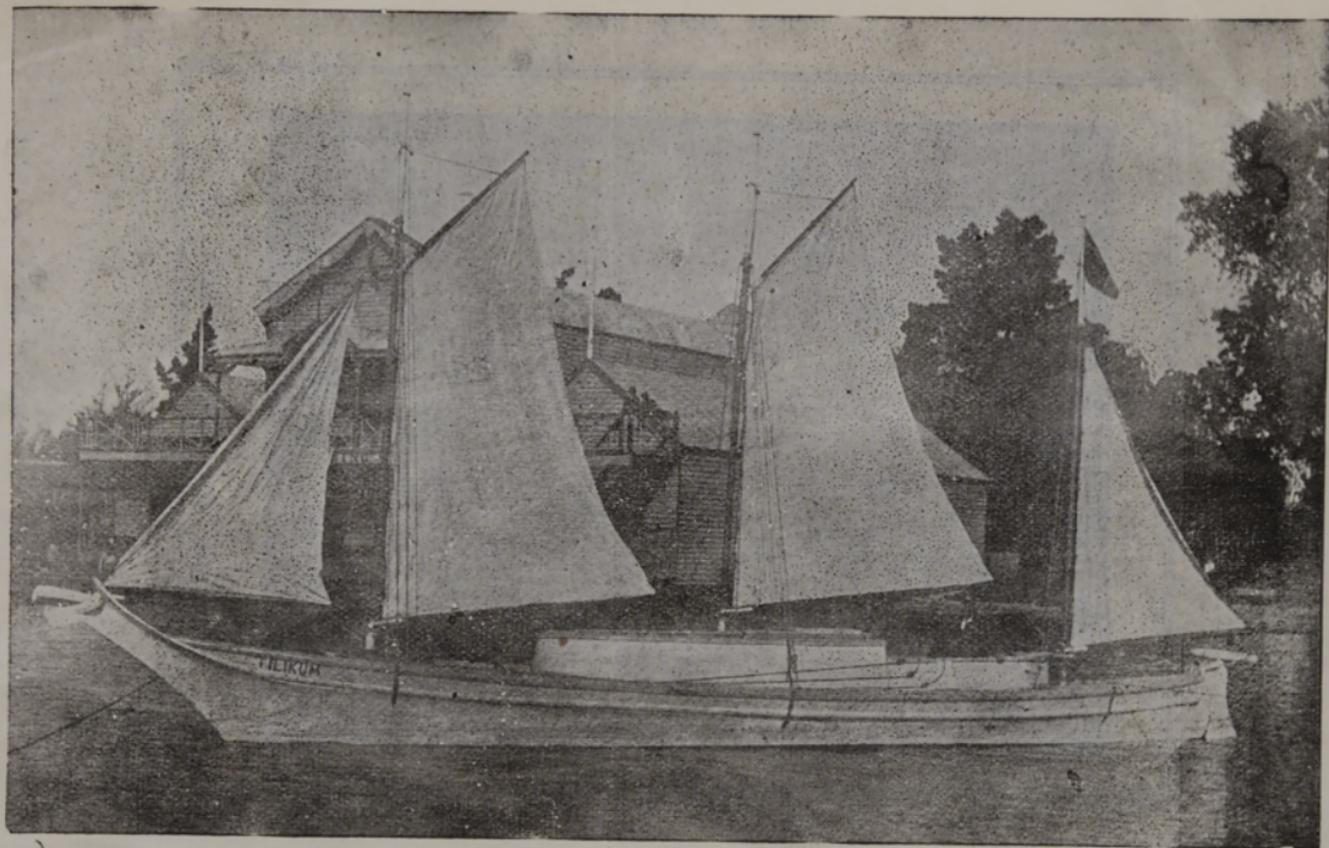
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Брозо Ру. Ж. Дезде, Зашов.





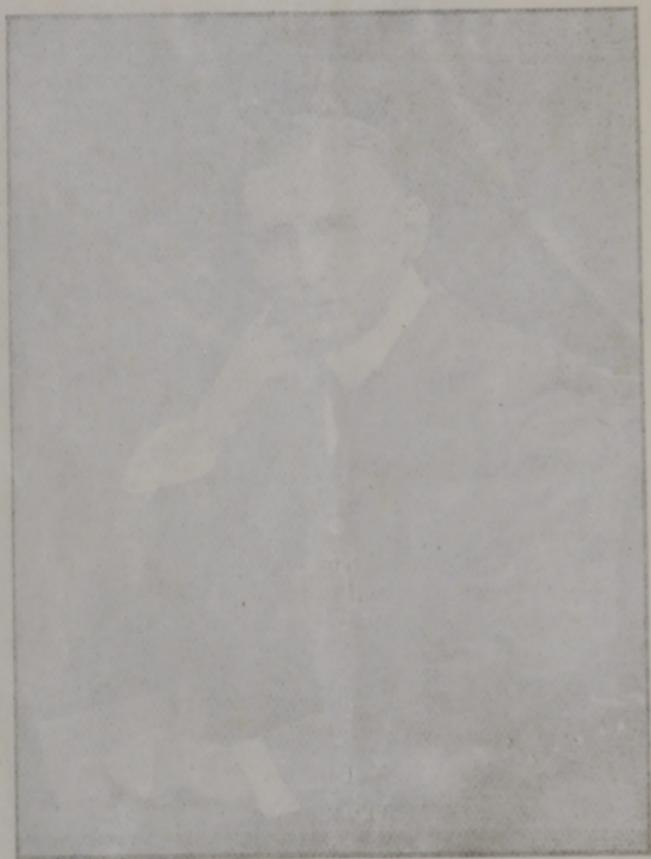
CAPTAIN J. C. VOSS.



TILIKUM, J. C. Voss, Master, On Lake Wendouree, Ballarat.



W. ARTHUR DONALD, Manager.



W. ARTHUR DONALD, Manager.

How a Sea Anchor is Made and Used

For a common-size boat take a wooden or iron ring, fairly strong, about 2ft in diameter; sew canvas round it as if you were making a bag; 3ft. to 4ft. from the ring let the canvas come into a point; leave a hole in end of about 2in. in diameter. When finished the sea anchor will look like a funnel. Then tie three ropes to the ring at an equal distance apart. Let the ropes come together about two or three feet from the ring. This completes a sea anchor.

As the sea anchor is only used in heavy weather, when it is blowing hard, and seas are running high and breaking, and you are amongst it in a small boat; then take a line of about 100ft long, tie one end on to the triangle and the other end to the bow of the boat, then throw your sea anchor overboard. Trim your boat down a little by the stern, and the sea anchor will keep the boat's head on to the sea, and the boat will ride anything that comes along.

On my voyage to Australia, and previously, I have proved the usefulness of the sea anchor on scores of occasions.

When I get into a heavy sea I fix my boat as stated above, and as a rule I lay down and go to sleep, and my boat is always there when I wake up.

J. C. VOSS.



T. O'CONNELL, Mate.

The Tilikum.

(By T. E. H.)

SWIFT as the swallow through wind and through foam
I fly, leaving leagues behind me;
And though the ocean's my limitless home,
Far inland they often find me.
Through tempest and calm I fearlessly roam,
There's really nothing to bind me.
Light and frail though I seem
In keel, top, length, and beam,
For triumphs my owner designed me.
Over seas have I come, over seas will I go
While the blue waters dance, while the merry winds blow,
And my rival, ah, e'er will he come?
Not for speed and for safety his challenge will be,
In my size is my strength, and he'll drop in my lee,
For remember my name's TIL-I-KUM!

The Cruise of the Tilikum.

Being an Abstract from the Log Book of Captain Voss, who navigated and sailed the Tilikum from Vancouver, British Columbia, across the Pacific to Sydney, and thence to Melbourne and New Zealand.

Explanatory.

THE voyage of the Tilikum is without parallel in the annals of the sea, bristling though those annals are with both deeds of bravery and skilful seamanship.

Long sea voyages have been frequently accomplished in small boats, but this is the first occasion on which an ordinary canoe, made by illiterate but clever savages, has been selected as a means of circumnavigating the globe.

The venture really owes its existence to that keen rivalry that exists between the Canadians and their American cousins, and the determination of the one to excel the other in any deed of daring or skill. Thus, on the news of the success that attended the voyage of the American boat Spray, which was navigated by Captain Slocum round the world, reaching Minnesota, U.S.A., some "tall" talk of a party of Americans, who were

dining with several Canadians, led the latter to assert that a Canadian could accomplish the feat in a smaller boat, and the assertion was backed up by a wager of 5,000 dollars a-side.

At this time the principal in the wager, so far as accomplishing the feat was concerned, was Mr N. K. Luxton, a journalist, who, with that confidence which is so characteristic of his profession, undertook the task, and then had to look round for a man to carry it out. In this he was fortunate, for he almost immediately happened on Captain Voss, a sailor of proved courage and experience, and also an adept in small boat sailing—a branch of his profession that not one sailor in a thousand knows. Captain Voss entered into the spirit of the adventure with avidity, and determined to increase the novelty of the voyage and, it is feared, also the danger, by utilising an ordinary Indian canoe. A search of the Indian villages brought him in contact with an old Chief, who had so far forgotten his past glory as to rejoice in the name of "Sambo," and a consideration induced him to part with the Tilikum, which had been cut out of a huge red cedar log some forty summers before, and used by his tribe as a war canoe. The advance of civilisation eventually reaching those far Canadian lakes and rivers, stopped the tribal wars, and the Tilikum—which, by the way, is Indian for "friend"—fell from her high estate as a war vessel, to the more prosaic calling of a fishing craft. Her well-seasoned hull, however, and roomy interior, caught Captain Voss's eye at once, and he was soon busy at work decking her over, and making all ready for his long and already-proved adventurous voyage.

The Voyage.

The preparations for the trip were completed early in May, 1901, and on the 22nd the little vessel put to sea, her crew consisting of Captain Voss and the journalist, Luxton. The latter had, however, never smelt water before, and long before the broad bosom of the mighty Pacific was reached he was incapacitated by seasickness. The voyage was started under the most auspicious conditions, with a light favourable wind, and the canoe, under all sail, made splendid headway, and soon ran the land of her birth out of sight. A course was shaped for Cape Flattery, and as soon as that forbidding piece of coastline was astern the wind changed more into the westward, and blew a full gale. The little vessel stood up to her work well, but the weather got so bad that Captain Voss felt compelled to run back into a small Bay to the east of Suck Harbour for shelter, where she lay nice and snug till the following morning. The day broke with a favourable easterly wind, and the Tilikum raised the spirits of her crew by cutting away at a great pace until the afternoon, when the wind, veering to the westward, increased to a gale, and forced the little craft back to port once more. For three days she was wind bound in Suck Harbour, and on the fourth day, when at last the Pacific was reached, she met with a terrific SW gale, before which the craft had to

run, and eventually brought up off the Indian village of San Van. For eight days the canoe was detained in the bay by terrific gales, which raised a sea that a great steamer could not face, much less the Tilikum. On no portion of the American Coast have so many shipwrecks occurred as here—the treacherous nature of the tides, the thick fogs, and fierce gales accounting for the loss of hundreds of ships, and the death of thousands of sailors. In reaching the refuge of the anchorage as she did, the little Tilikum proved herself an excellent and seaworthy craft, and although Captain Voss's seasick companion could not see anything to admire in the lively little vessel, that gentleman was delighted with her behaviour.

At 4.30 a.m. on June 6 the voyage was resumed, and fair progress was made to the open sea until 10 p.m., when the wind veered round to the southward, and at 11 p.m. the canoe was under storm canvas, battling with a North Pacific "Snorter." At 11.30 the sea, which was continuing to rise and become dangerous, was too much for the little vessel to face, so she turned tail and ran before the wind and sea for twenty hours. Now, of all the nerve-shaking experience a sailor is called upon to pass through, that of steering a vessel before a heavy gale of wind and following sea is the worst. The slightest mistake, or neglect to check the tendency all vessels have to run up in the wind, as they rush down the great gulfs between the waves, will cause them to broach to, and in the case of a vessel like the Tilikum, total destruction follows. Even with a mate capable of taking his turn at the tiller, the task would have been difficult, but with a sick mate it was terrible. "For twenty hours," Captain Voss writes, "I sat in the little cock-pit at the stern of the boat, wet to the skin, and unable to move from the tiller, where the waves drenched me, and the cutting wind tore my clothing to rags." At midnight the little vessel got under the lee of Cape Beal, and, although the anchorage was not too safe, or the shelter too good, the exhausted man dropped anchor, and lay there till morning. With daylight the fury of the gale seemed to increase, and the course was made for Dodger's Cove where the canoe remained until the weather settled. Bad weather continued until July 6, but as there were numerous Indians about, the adventurous voyagers were able to put in their time profitably, and also collect a great many curios, which are on view in the boat.

In the Pacific.

When at last the weather cleared and the voyage was resumed fair winds carried the Tilikum well on the Great Pacific, and, although that capricious ocean was on her best behaviour, an unexpected danger rose up to meet the little craft. The story is best told in Captain Voss' own words: "At 3 p.m. I sighted a whale, who was apparently in trouble with a sword fish, as he was throwing his huge body out of the water, so far that I could see his under flippers, and would then fall back in the

water with a tremendous splash. He continued to do this several times, and as he was coming towards the boat we felt anything but comfortable. He suddenly rose about 30 feet from us and lifted himself fully 40 feet out of the water, and as he was covered with blood presented a ghastly sight. It looked as if he was going to fall on the boat, and Luxton turned pale, and I felt my blood run into my finger tips. The huge monster being above us for fully a minute, and then fell from us with a mighty splash that sent the spray high over our mast heads and turned the ocean into a whirlpool in which the Tilikum was tossed hither and thither like a cork."

Fair winds and sunny skies made the following days pleasant for the voyagers, and the monotony was broken on July 11th by speaking the schooner "Excelsior." The same afternoon the wind increased to a gale, before which the canoe was run until the seas started to break dangerously over the stern. Captain Voss determined to bring the vessel to the wind, an operation fraught with much danger at all times, but particularly so with a vessel like the Tilikum. He first of all put a rope round Luxton, and making it fast to the mainmast, gave him the sea anchor, and told him to go forward and drop it in the water when the vessel ran up in the wind, "I then put the helm down," writes Captain Voss in his log book, "and she ran up into the wind most beautifully, the stay-sail hauled down and the sea anchor let go. Just then, however, a tremendous sea came along, and as the canoe was lifting to it Luxton jumped up on the foremast, thinking, as he afterwards explained, that the stern of the Tilikum had broken off."

The behaviour of the canoe in this gale, in which she rode to a sea anchor for 24 hours, increased the confidence of the crew in their little craft, and blow high or blow low they were satisfied ever after. Slow progress through the doldrums wearied the two men more than the fierce gales, and Luxton became quite dispirited, and talked of making a hole in the water and other depressing things. Captain Voss kept up a good flow of spirits, however, and on September 2nd the sea-weary eyes of the sailors were gladdened by the sight of land.

Amongst the Islands.

This land proved to be Penryn Island, one of the gems of the Pacific, but with an unenviable reputation for cannibalism among the natives. High on the reefs that guard the outer edge of the surf-lined, palm-clad island were the hulls of two iron ships that had come to grief in the days of long ago. The "South Pacific Directory," the guide of all mariners in those waters for the first time, warns visitors of the treacherous character of the Natives, so that it was only with the greatest caution that Captain Voss and his companion approached the land. What was their surprise to find a trading schooner in the lagoon, and the "cannibals" a most obliging race of men who entertained the visitors, cleaned and painted

their boat, and loaded them with presents! The passage from Vancouver Island had occupied fifty-eight days, and it is needless to say that, as neither of the men had been on their feet for that period, they were only too pleased to stretch their legs. During their stay at the island H.M.S. Torch arrived.

On the 17th September the voyage was resumed, and, with a full cargo of coconuts, which the Natives insisted on placing on board, the little craft once more made her bow to the sea, and on September 21 reached Humphrey's Island. At this island the party dined with the King, the menu consisting of roasted pig, and different dishes, sufficient for the wants of about 300 men. The only drawback to the feast was that there were no knives and forks, so the pig had to be pulled asunder by the white men, but this did not trouble them much, for, as Captain Voss remarks, "We were hungry enough to eat a bull." For five days the visitors remained at the island, eating and drinking, and being entertained at dances by the Natives, who could not do enough for the white men. On leaving, the King—who was as genial as "Old King Cole"—asked to be remembered to the King of England, and added that as he (the dark potentate) had discontinued eating white men, he need not send any more men-of-war around. He also offered Captain Voss his daughter, but the Princess, although very handsome, was not to be induced to cross the ocean in the Tilikum.

At 9 a.m. on September 25 anchor was weighed, and the canoe headed on a course for Danger Island, which was reached three days later. A very brief stay was made here, as the Natives were not to be trusted, and a good run was made to Apia, whence she sailed again on October 10. A call was made at Nina Fou Island, and a course was then shaped for Fiji. At 3 a.m. on the 16th October the careers of the Tilikum and her occupants were nearly ended by the vessel striking on a reef. The Captain was asleep at the time, but the shock brought him on deck only to find the breakers washing over the boat, and the position perilous in the extreme. A sea suddenly lifted the boat right over the reef into the smooth water of the lagoon, and the anchor was dropped in eight fathoms of water. Suva was reached on October 19, and here Mr Luxton left the boat, his place being taken by L. Begent.

The Tilikum left Suva at 4 p.m. on October 21, and all went well until October 28, when Begent fell overboard during the night, whilst attending to the compass light, and was never seen again. When the accident happened the boat was in 25.20deg. south, and 167.37deg. east, and as the unfortunate man took the compass with him into the sea, the rest of the voyage to Sydney had to be completed by Captain Voss alone and without a compass. The loss of his companion was followed by bad weather, during which the fore topmast went by the board, and the boat had frequently to ride out heavy gales to a sea anchor. Sydney was reached on November 19, and thus was completed the first section of the Tilikum's voyage round the world. The total distance travelled up to this time was 10,000 miles.

Continuation of Voyage.

After the arrival of the Tilikum in Sydney the yacht was taken to Manly for exhibition purposes, and remained there from 20th November until 28th December, 1901, some 15,000 people seeing the tiny craft, and Captain Voss was received everywhere with the greatest hospitality and entertained by the Mayor and Councillors. On the latter date a start was made to shift the boat to George street, Haymarket, where she remained until the 17th January, 1902, when she was taken overland to Newcastle. In the meantime Captain Voss had shipped a Mr A. Hamilton to take the place of the unfortunate Louis Begent, Mr Luxton having decided to go back to Canada. A stay was made at Newcastle until the 16th February, 1902, when she was towed to sea by Captains Beal and Herbert's naphtha launch. At 11 a.m. the Nobbys were passed, and the launch let go in a light southerly wind. Nothing of interest took place, with the exception of Captain Voss losing his pipe overboard, and Mr Hamilton being very sick, until Tuesday, the 20th, when a strong westerly wind was met and the boat placed under the storm sails. At noon the wind increased to a heavy gale, and the sea anchor was put out. The gale continued, accompanied with heavy rain squalls, until midnight of the 27th February, when the gale lulled and the sea anchor was taken on board, all sail being set at 6 a.m. The gale had not passed without some damage. At 4 p.m. on the 26th the Tilikum shipped a sea over her bows that swept the deck and filled the cabin, ruining the time piece, the only one they had with them. This was the first time they had experienced the boat taking a sea all over her. Wet through, they had to make the best of it, sleeping on the bare boards in the cabin, and to make matters more cheerful the huge sea had split the rudder. When the welcome change came on the 28th the rudder was repaired and also the foresail, which was split in the beginning of the gale. From thence to the 1st March, when Captain Voss came very nearly losing the canoe through standing in for Sandy Point, and a flood tide took the boat in through the breakers, putting it on a sand bank, where they remained until 4 p.m., when they anchored in Shallow Bay, and stayed the night with the Pilkington brothers. The weather continuing much the same for some days, they remained with the Messrs Pilkington until the morning of the 9th, when sail was once more set for Melbourne. Cape Liptrap was passed at 6 p.m., and through the Rip at Port Phillip at 1 a.m., and on the 11th, anchored off Williamstown at noon.

In Melbourne.

Captain Voss was received here with a right royal welcome by the yachtsmen and residents, and for a few days the Tilikum was placed on exhibition at Captain Kenny's baths, St. Kilda, eventually being taken to a shop in Collins street, under the management of Messrs Boyd and

Brodie. It was whilst here that the boat met with such a severe accident that, although seaworthy, she will never be the same boat again, which will readily appeal to anyone when they remember that her hull is hewn from one solid log.

The great Labour Day of the State of Victoria is held on the 21st April. Thousands are in the streets watching the procession of the different trades and crafts, a number being employed at their trades on lorries drawn by four, six, or eight horses. Bakers making rolls and small loaves; cigarmakers, cigars; furniture and cabinetmakers, farriers, stevedores, boilermakers, engineers, etc. With bands of music, the regalia and banners, the day is much the same to the Melbournite as the Lord Mayor's show to the Londoner. After the procession, sports and junketings are engaged in, and thousands wend their way to an appointed place, which this year was the Exhibition Building. Captain Voss had the boat taken hither to show for the day, and it was in taking her back that the accident happened. It might here be stated that the Tilikum weighs exactly 31 cwt. with the keel, the keel itself weighing 6 cwt.; so the hull without the keel weighs exactly 25 cwt. The contractor had been given the weights and supplied the necessary slings; and whilst she was being lifted by the crane, and 3 feet in the air, the sling broke, crashing her heavily on the asphalt. On examination it was found that she was split from the stern over the keel for a distance of 15 feet, and one split on each side for a distance of over 20 feet. An action at law was started, which resulted in an award of £200 being given to Captain Voss. The contractor (Mr Warr) appealed, and after a lot of trouble that lasted four months the matter was settled out of Court. Meanwhile Captain Voss had repaired the little ship, and strengthened her by placing steel ribs inside every 2 feet, and his sincere thanks are due to his friend, Mr Smith, the building surveyor of Melbourne, for his extreme kindness, for here Captain Voss stayed over four months repairing the Tilikum in Mr Smith's private yard. This delay was most vexatious, and it is to be hoped the same little craft will not be subjected to such ill-treatment in future.

After repairs Geelong and Ballarat were visited, the boat, of course, being taken overland. The Tilikum holds the distinction of being the only deep sea sailing ship that has ever sailed on Lake Wendouree, 1416 feet above sea level. Ballarat people are ever noted for their homely hospitality, and Captain Voss will always remember the great kindness of Mayor Shoppee, Mr Martell, Dr. Usher and many others who made his stay so pleasant in the Golden City.

Despite the pleasantness, the Tilikum is sailing for the world's record, and cannot stay as long as she would like, and, after spending some little time in one place, has a tendency to chafe and drag at her moorings, as if she wanted to make a dash for the briny again. So she was put on a railway truck for Geelong, to sail for Adelaide.

Whilst Captain Voss was in Ballarat Mr W. A. Donald joined him as his manager, and has directed the course so that the principal cities

of the Empire will be visited, and yet time enough will be allowed to reach Pernambuco (where the circumnavigation ends) in the world's record. From Adelaide the canoe will go to Hobart (Tasmania), thence to Invercargill, Dunedin, Oamaru, Timaru, Christchurch, Wellington, Napier, Gisborne, and Auckland; then Thursday Island, Port Darwin, Mauritius, the Cape, and Pernambuco; afterwards to London and the English coast, and finally to Victoria, B.C.

Geelong was left on the afternoon of Sunday, November 23, 1902; and at 8 p.m. anchored about eight miles north of Queenscliffe, Mr Donald making the trip from Geelong to Adelaide as Captain Voss's mate. At 7 a.m. on the 24th sail was set in a light easterly wind, and at 11 a.m. anchored at Queenscliff. At 2 p.m. sail was set, and we proceeded to sea. Cape Otway was passed next day at noon; fine weather prevailed until Thursday, 27th, when strong westerly wind and a heavy sea was encountered, necessitating the mainsail being taken in. Kangaroo Island light was passed at 1 a.m. on the 29th, and Cape Jervis at noon, and anchor was dropped off the semaphore at 9 p.m. same day, after a pleasant run of five days seven hours from Port Phillip Heads to the semaphore.

An enjoyable five weeks was spent in the South Australian capital, the Glenelg Yacht and Dingey Clubs giving a social to Captain Voss at the Jetty Hotel. Glenelg was left on the night of the 8th January, 1903, at 9.30 p.m. Sail was set for Hobart (Tasmania). A great and enthusiastic crowd assembled on the wharf to give the plucky Captain and his mate a send-off. It was estimated that fully 5,000 people were present and thirty boats followed some miles to see him on his southerly course. Fine weather and calms prevailed until 9 p.m. on the 9th. Anchor was cast two miles north of Point Jervis. At 2 a.m. next day, the wind hauling into the northward, got under way at 6 a.m., passing Kangaroo light. Variable winds were met until Monday, January 13, when a fresh southerly breeze was met, and a very heavy sea running, when Edward O'Connell, the mate Captain Voss snipped in Adelaide, fell overboard, and was nearly drowned.

The Rescue of O'Connell.

In Captain Voss's own words the accident and rescue are told in simple language:—"On the night of the the 13th January we were running before a fresh southerly breeze, with a very heavy sea, and the Tilikum was placed under storm sails. In lowering the foresail the hook of the gaff came away, and ran up to the top of the mast. I told my mate not to bother about it, as we could get it when the weather moderated. I went below to turn in, and after sleeping some little time, was awoke by a heavy thud on the deck. I slipped out in time to see O'Connell going past me in the water. I tied a rope round myself and went after him, and managed to get him aboard with some difficulty. On examining him I found a deep wound in his head, he being quite uncon-

scious. I applied the treatment for the apparently drowned, and, after two hours' hard work was rewarded by seeing him revive. It appears that after I went below, O'Connell, who is the most willing of men, went aloft to get the hook; the boat gave a heavy lurch, which brought his legs away from the reeling mast, and, on her rolling back, dashed his head against the mast, rendering him unconscious, and he fell overboard. Since then I have told him he must have a life-line round him if he intends to make the voyage with me to England."

After this accident, that nearly proved fatal, nothing untoward happened. A three-masted British ship was passed on the 16th, at 5 p.m., steering N.E. Land was sighted at 7 a.m. on the 19th. The South Cape was rounded on the 20th; and anchor cast in Sandy Bay (Hobart) at 4.15 p.m. on the 21st January, 1903.

Captain Voss was received in the usual courteous manner by the residents and members of the Derwent Yachting Club. The boat was placed on exhibition in Macquarie Street, opposite the G.P.O. Over 5,000 people availed themselves of the opportunity of viewing this wonderful ship, and listening to the lectures of her gallant commander.

Hobart was left on the 9th February, 1903, at noon, for Invercargill, N.Z., where the last of the log will have to be written.

ADVENTUROUS TRIP ROUND THE WORLD

IN A FOUR-TONER.

ARRIVAL OF THE TILIKUM.

EXTRACT FROM SYDNEY "DAILY TELEGRAPH," NOV. 20, 1901.

The look-out at Sydney Heads has been called upon to report the arrival of all kinds and conditions of craft, from the stately 13,000-ton palatial liner down to the diminutive coaster, of barely a score in tonnage measurement. Yesterday, however, for the first time in the history of the port, "colours" were hoisted on a four-ton craft, "A schooner from Canada" was the signal run up at the Port Philip station, and speculation was rife as to the name and nationality of the vessel.

She was such a small craft that the signal-master at South Head had to place the glasses to his eyes a second time to make sure that she was not one of the pleasure craft from one of the resorts on the coast. Her name, in bold lettering on the bow, however, soon showed that she was the Canadian yacht, *Tilikum*, which had made Sydney as a part of the programme of her voyage round the world. So fragile, so diminutive did she seem as she sailed in with the Canadian flag flying at the mizzen that one wondered and admired the pluck, perseverance, and skill displayed in bringing her across the 9200 miles of trackless ocean.

A good deal has already been said as to how the little vessel, after being driven back on three occasions, weathered fierce gales off the coast of Canada, and how she narrowly escaped destruction in a storm in the Fiji Group. This was given in the narrative supplied by Mr Norman K. Luxton when he arrived by the steamer *Birksgate* from Fiji a week or two ago. The reasons for Mr Luxton coming on to Sydney were also explained.

After leaving Suva the little vessel passed through a trying ordeal, and Captain Voss had the misfortune to lose his companion, Louis Begent, who had joined the *Tilikum* for the run from Fiji to Sydney. He accidentally fell overboard and was drowned. Nothing daunted, the plucky captain, single-handed, subsequently sailed his tiny craft through gales and mountainous seas, and he tells a thrilling story of his encounter.

An Awful Experience.

TERRIFIC GALES.

THE MATE'S DISAPPEARANCE.

"We have had an awful time of it" was the remark made by Captain Voss as a *Daily Telegraph* reporter ranged alongside off Watson's Bay.

The *Tilikum* had just been passed by the doctor of the port, and was running before the the north-easter under the jib to an anchorage in Rushcutter's Bay.

"Yes," he repeated, "the weather was simply awful off this coast, and I am very sorry to say that I lost my companion. He fell overboard, and was drowned, and I have been entirely on my own since. Such an experience I have never had during my long career at sea."

Continuing, the Captain said: "It was five days after leaving Suva, on the 28th ult., about midnight, that my mate, Louis Begent, was lost over the side."

"How did it happen?" queried the reporter.

"We were running," said the Captain, "in a south-east trade wind, making about five knots per hour, when the light went out in the binnacle. I was on watch at the time, and having the moon well overhead, did not call my mate until midnight. I then left him in charge, and went below to fix the binnacle light. Having lit the light, I passed it out of the cabin into the cockpit to the mate. He caught hold of it, and just at that moment the yacht gave a lurch. I had told my mate when he joined me to always hold on when moving about, but he did not heed my instructions, and when the vessel lurched he went over the side, binnacle and all.

"I immediately put the helm hard down, and called out to him, but got no answer. I then put a drag out, and lay-to until daylight, meanwhile keeping a sharp look out for the missing mate.

"Nothing was seen or heard of him," continued the Captain, "and after remaining twelve hours in the locality I set the sail and continued my course to Sydney.

"After that my troubles began. Having lost the binnacle I had nothing but the stars to steer by at night, and I would have managed right enough but for the gales. For many days and nights I was drifting about at the mercy of the elements, and did not know where I was. Occasionally I picked up a star and made a good course, but then the weather became bad, and all I could do was to put the drag out and let her drift. The gales burst on me with terrific fury, and I had the drag out three or four times a day. For four days I was without any sights, and for three days I was in a violent northerly gale. This brought me down here, and on the coast I got a southerly current which took me fifty miles south of the Heads. I, however, managed to pick up the light at 9 p.m. on Monday, and got in all right."

Captain Voss looked worn and weary as he worked the craft up the harbour, and he gladly accepted a friendly tow from Mr Walsh, of the Customs Department, whilst that officer obtained the necessary information for his department.

Louis Begent, the mate who was lost overboard, was a Tasmanian. He had loined the Tilikum at Fiji, replacing Mr Luxton, who came on to Sydney by the Birksgate.

Captain Voss obtained his unfortunate mate from Captain Garth, at Fiji. He had come across from Auckland to Suva in a small island trader, and offered his services to Captain Voss for the run to Sydney.

The Tilikum excited considerable interest as she came up the harbor, with her three tiny masts, narrow hull, and a fierce-like dragon of a figure-head.

"My craft is a good sea-boat," says Captain Voss, with some pride, "and never so much as shipped a bucketful of water. The only trouble was that she has a tendency to list over on her side, which makes it awkward in moving about."

How the Project Originated.

How the venture came about is a matter of interest. At a dinner one evening in Minnesota, U.S.A., at which the company was composed largely of Canadians and Americans, the triumph of the Yankees in having sailed the smallest vessel round the globe (the Spray, which came here with Captain Slocum), was referred to with pride. "A Canadian could go one better," was remarked by someone, and Mr Luxton, a Canadian journalist, who happened to be present, was mentioned as the man to demonstrate the belief. A wager of 5,000 dollars a-side resulted between the Americans and Canadians, the stipulation being that the boat was to be smaller than Captain Slocum's Spray, and that after once leaving Vancouver the voyagers were not to draw on home for further supplies, but were to make their own way during the voyage. Mr Luxton was joined in the venture by Captain J. C. Voss.

CRUISING AMONG THE PACIFIC ISLANDS.

After delays extending over two years, during which the project was worked out, and the vessel re-constructed, the Tilikum started from Victoria, B.C., in May last, on her perilous venture. Calls were made at several islands in the Pacific, where the two navigators were fêted by the white traders, and almost worshipped by the dusky Natives. At each island visited, so generous were the Pacific Islanders, that the yacht was in danger of foundering under the liberal donations of hats, fans, mats, and other gifts. Ashore, the voyagers were feasted on the most dainty island dishes that the Native mind could devise. Every Native of local standing would, in the most hospitable manner, invite the yachtsmen to dinner. To refuse would have been a mortal injury to their kindly hearts, and as many as nine feasts had to be honored on one never-to-be-forgotten gastronomic day. Finally, an arrival was made at Suva (Fiji) on the 12th October. After ten days' rest the little vessel set sail on her journey of 1,776 miles to Sydney.

DESCRIPTION OF THE TILIKUM.

Upon the Tilikum taking up her anchorage some interesting particulars of the construction of the vessel were obtained. The hull, said the Captain, was hewn out of one solid red cedar log, and is from two to three inches thick, strengthened by frames about every two feet. Her dimensions are: Length on keel, 32ft: over all, 40ft: beam, 6ft: depth, 3ft: draught (including 10in. of a keel) 18in.; width of bottom of boat amidships, 2ft 8in. The keel is fastened to the keelson by long spikes through the floor timbers. To the keel is fixed 400lb. of lead. Inside the boat, below the floor, one ton of gravel ballast is carried, while on deck are 400lb. of sand-bags for shifting ballast, which are used to trim the yacht when sailing. The vessel is fitted with three pine masts and a fore-and-aft rig, consisting of a jib, fore-sail, mainsail, and a jib-headed spanner—58 yards in all. All the sheets and halliards lead to the cockpit, so that all the sails are managed from that place.

In the forefront of the boat the stores are carried. The cabin is well aft, is 8ft. long, with a high coach roof 15in. above the deck. Aft of the cabin is a self-emptying cockpit, from which the boat is worked. Under the cockpit are two water tanks, containing 60 gallons each. The whole of the deck and cabin are covered with canvas, oiled and painted, thus making it perfectly water-tight. In heavy weather a sea anchor—a hickory mast-hoop some 2ft. in diameter made into a cone-shaped bucket of canvas—answered as an excellent drag. An old-fashioned Indian blanket, made of wild goat hair, and fastened to two oars, was employed on several occasions for breaking the seas.

The Tilikum will be on exhibition at Manly for the next few weeks, a nominal charge being made for inspection. One day is to be set aside exclusively for school children to pay a visit to the little craft, at the invitation of Mr Luxton. Before sailing from Sydney advantage will be

taken to thoroughly overhaul the yacht, and also rib her every three or six inches, to strengthen her for the remaining part of her journey round the world.

From Sydney the canoe proceeds to Melbourne, and after a stay there retraces her steps past Sydney on to Brisbane. From the Queensland capital a course will be shaped inside the Great Barrier Reef, and through Torres Straits for Ceylon. All the important ports of India will be visited, and later Aden. Thence it is proposed to proceed through the Red Sea and Suez to the Mediterranean, where the cruise will extend six months. After visiting England, the Tilikum sails across the Atlantic for Halifax, where she will be placed on rail and conveyed to Victoria, her original port of departure.

Hints on Boat Sailing.

BY CAPTAIN VOSS.

Whilst many people regard boat sailing as a dangerous amusement it is at the same time one of the most attractive. The numerous accidents that have occurred are directly traceable to people attempting to sail a boat without even a slight knowledge of the rudiments of the art, and it is for the purpose of imparting this knowledge that I pen these lines.

Practical experience is, of course, necessary before anyone can be an adept in the art; but by following the few practical hints below accidents can be avoided.

In handling small boats under canvas the three following rules should be obeyed:—

1. The man that steers should hold the main sheet in his hand so that he can let it go in an instant.
2. Trim your boat with ballast so that she will carry a little weather helm. If the boat is so trimmed she will run up in the wind when the tiller is let go.
3. Never attempt to "wear" or turn a small boat before the wind when it is blowing hard. If it is necessary to go about before the wind it is better to let go the peak haliards.

The greatest care should be exercised when sailing a boat with live ballast—that is, with men on the weather rail—to see that the rigging is perfectly sound, as, in the event of a stay carrying away, the weight of the men on the weather side will capsize the boat to windward, and will probably fall over on them. Many lives have been lost in this way, and not so long ago fourteen footballers were drowned in Port Phillip Bay by the carrying away of the mast-stay.



The rules of the road to be observed in boat-sailing are simple, and can be placed in rotation as follows:—

1. Boats on the port tack must give way to boats on the starboard tack.

2. A boat overtaking or passing another boat must give way to the boat being passed.

3. Steamers must give way to sailing boats.

Sailing vessels under way at night must carry a red light on the left or port side, and a green light on the right or starboard side.

Steamers carry similar side lights, but a bright white light on the foremast in addition.

When sailing at night, and a red light is seen on your starboard side, it is a sign that a vessel is crossing your bows, and it is your place to keep out of her way.

To be called upon to handle a small boat in a seaway is not likely to happen to many of my readers, but still, the knowledge is useful, and I therefore give it for what it is worth. In a heavy sea the safety of a boat depends greatly on the manner in which she is trimmed. All boats should be provided with a sea anchor, and if one is not in the boat a good one can be made by lashing the oars and mast together. When this is made fast to a long line the boat should be trimmed by the stern, and in this way she will ride over the highest seas in safety. The *Tilikum*, which is smaller than a ship's life-boat, weathered some of the heaviest gales I have ever experienced at sea in this way, and shipped little or no water. If there is any oil in the boat it is a good plan to put about a gallon into a canvas bag, and make it fast to the sea anchor. This will prevent any possibility of a sea breaking on board.

Sailing without a compass for 1,200 miles, as I did after I lost my mate, some 120 miles to the southward and eastward of New Caledonia, I was frequently beset by high seas, and was several times blown out of my course. In the daytime I steered by the sun, and at night by the stars. If you are steering by the sun in the daytime, and the weather threatens to become thick, take notice which way the sea is running, and, in southern latitudes, if the sea runs towards the sun at noon, you will know that it is from the south. Therefore, if you wish to sail west, keep the sea on the left side of your boat, or if to the east, on the right side of your boat. In this way it is possible for a fairly correct course to be steered without a compass.

Hints to Passengers.

The ignorance of shipboard life exhibited by passengers is excusable but dangerous in time of collisions at sea or shipwreck. When going on board ship, passengers should before going to sea notice that everything is secure in their cabins and place the life-belt where it can be got at a moment's notice.

Collisions particularly occur with alarming suddenness, and it is wise

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In entering a boat sit down at once and do exactly what the officer in charge tells you. Properly handled, a lifeboat will live in almost any seas when once clear of the ship, so assist the crew to get the boat away by sitting still.

A Pointer on Seasickness.

A passenger taking a passage on a steamship, and afraid of getting seasick, should engage a stateroom beforehand. Get the room as much in the middle of the ship as possible, as there the least motion is. The forward end is the worst. If you cannot get it in the middle, get towards the after end of the ship—not too far aft, as there you get the shaking of the propeller. In any case, I would advise a passenger, in taking a passage on a sailing or steam ship, to take one or two Beecham's Pills at bedtime every night—start to take them about seven days before sailing. Fat foods should be avoided for at least two days previous to sailing. If this rule be followed; nine persons out of ten will never get seasick. If it does come on after this treatment, a tablespoonful of sea water will soon drive the sickness away.

Boat Forced on to a Lee Shore.

HOW TO HANDLE A BOAT IN A STORM—GETTING UNDER A LEE SHORE, WHERE IT IS NOT POSSIBLE TO GET OFF—AND THEREFORE OBLIGED TO GO THROUGH THE BREAKERS TO MAKE A LANDING.

This is a very difficult thing to do, and great care should be taken to keep the boat from turning round, or broaching to (as seamen call it), when the breaker reaches the boat. If this is not done, destruction will be the consequence in nine cases out of ten.

In a case of this sort a boat can be brought safely through the breakers by putting a sea anchor into action. In addition to putting a line to the mouth of the sea anchor, another line should be fastened to the other end, so there will be a line at each end. In this case short lines will be sufficient. Everything being ready, drop the sea anchor over the stern. Keep a small sail on your boat—a fore stay-sail would be the best—then steer your boat straight in for the breakers, at the same time hold on to the line fastened to the small end of the sea anchor, as it will not be a drawback to the boat as long as the point of the sea anchor is pointing towards the boat. On the approach of a breaker, when it gets about thirty feet off the boat, slacken off the line which is fastened to the point of the sea anchor, and make fast the other line, the sea anchor will then hold the boat straight on the breaker, and

breaker will pass under the boat. As soon as it passes, if the next one is not too close, turn your sea anchor the same as before, until the next breaker comes along. Keep on this way until your boat gets through. If you have a sufficient number of people on the boat to trim her, then, as you are going in towards the beach, bow first, and the stern of the boat is more exposed to the breakers, put your people towards the bow of the boat, so that she has her stern well out of the water when the breaker strikes her, but only when the sea anchor holds the boat, and the stern is mounting the breaker. As soon as the breaker is past, get your men aft, turn your sea anchor, and trim your boat a little by the stern again until the next breaker comes along, then do as before.

If the above rules are carried out you will get through without any trouble. When the breakers are following each other very closely then keep your rope which is fastened to the mouth of the sea anchor fast to the stern of the boat, trim your boat a little down by the bow, and she will gradually drag through the breakers. Always make the ropes of a sea anchor fast to the very end of your bow, which ever points to the breakers.

THE TILIKUM AND THE SPRAY—A COMPARISON.

In view of the fact that the voyage of the Tilikum arose to a great degree out of the success of Captain Joshua Slocum, "the lone navigator," in circumnavigating the globe, a comparison between the two craft is of interest. The length of the Spray was 40ft., the same as Mr Luxton's craft, the beam of the yachts are widely different, the Spray's beam being 14ft., compared with 6ft. of the Tilikum, and the depth 4ft. 4in. and 3ft respectively. The tonnage of Captain Slocum's vessel was 13, while Mr Luxton's yacht is four tons. Practically 12 months were occupied in the fitting up of both vessels for their hazardous voyages.



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