

I have been home for over five years now and seldom a day goes by when I don't think about some aspect of the voyage. Amongst the 'highlights' that will surely stay with me for ever are;

- The beautiful anchorages and crystal clear water in Tonga.*
- The wonderful scenery and warm hospitality of North Island New Zealand.*
- The incredible sunsets in the Coral Sea.*
- The wild, windy deserted anchorages on the trip North inside Australia's Great Barrier Reef to Torres strait.*
- The splendor of the South East trades and the great following seas for 5,000 miles of magnificent downhill sailing in the Indian Ocean.*



*'Lorna Doone' in Port de Galets, Reunion,
after crossing the Indian Ocean*

- *The unstinting warmth and hospitality of the South Africans during my time in Durban.*
- *The fascination of English Harbor, Nelson's dockyard, and all the splendid old boats gathered there for the Antigua Week Classic Boat regatta.*
- *The serenity of the voyage from Galapagos, out along the equator to 132 degrees West; day after day after day of hot sunshine, light favorable winds and flat ocean.*

For any Vega owner contemplating a similar voyage, I should perhaps discuss costs. Prior to departure in 1994 I had budgeted \$1,000 Canadian / month as my anticipated expenditure. With no particular effort at economizing or paring costs, I found at the end of the voyage that I had actually averaged \$485 Canadian / month. Provisioning, charts and cruising guides, harbor dues, excursions ashore and occasional restaurant



*'Lorna Doone' hauled for bottom paint at
Smith's Boatyard, Whangarei, New Zealand*

meals accounted for most of the expenditure. The boat was always maintained to a high standard, though it should be considered that she had undergone a major refit including new sails and engine prior to departure. Just out of interest, I will mention that I made a similar, though shorter, voyage in 1971 /72 in my previous boat (a Guy Thompson designed T24 class named 'Mona Sally') and my average expenditure at that time was \$100 Canadian / month.



Piercy Rock, Bay of Islands, New Zealand

DIRECCION GENERAL DE CONSULAR Y DE NAVES

Inspección del Puerto de CRISTOBAL

Fecha: 23 DE ABRIL DE 1996

CONSENTIMIENTO DE ZARPE No. 714 VALIDO POR 11:58 Am HORAS SOLAMENTE
 (VER AL REVERSO)

En base a la solicitud presentada por EL CAPT. ANTHONY SKIDMORE.

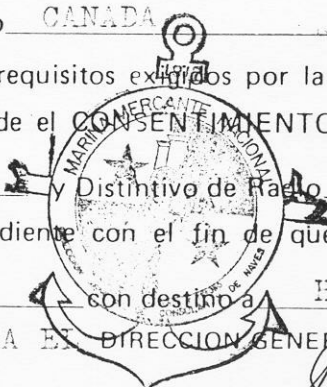
_____ , quien en representación de la nave IORNA DOONE.

_____ de registro CANADA y habiéndose deter-

minado que la nave descrita SI reúne los requisitos exigidos por la Dirección General de Consular y de Naves y de esta Inspección se concede el CONSENTIMIENTO DE ZARPE a favor de la nave

en mención con Patente No. 345841 y Distintivo de Radio VHF 16 , para que la Autoridad Portuaria expida el zarpe correspondiente con el fin de que la nave pueda partir desde

Puerto de CRISTOBAL con destino a HAWAI



*** LIC. DE NAVEGACION VALIDA HASTA EL 22/7/96 DOC. No. 8953-NI

LCDO. V. V. V. INSPECTOR DE

VALOR EN TIMBRE: B/4.20

Panama Canal transit; lots of paperwork!

PANAMA CANAL
 FORM No. 3238
 Rev. 3-88

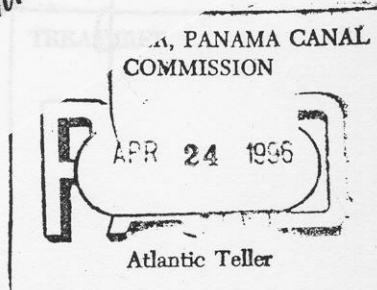
ACCOUNTS RECEIVABLE COLLECTION

No 701004

"LORNA DOONE" S.I.N 3622.

CUSTOMER'S NAME

Anthony Gerald Skidmore



THIS BLOCK IS FOR THE CASHIERS "PAID" STAMP

THIS IS ACKNOWLEDGEMENT THAT PAYMENT ON YOUR ACCOUNT HAS BEEN RECEIVED. AN ITEMIZATION OF THE INVOICES PAID WILL BE SHOWN ON YOUR STATEMENT WHEN THE PAYMENT IS TO BE APPLIED TO SPECIFIC INVOICES. OTHERWISE ONLY THE TOTAL AMOUNT RECEIVED WILL BE SHOWN.

AGENT NO.

50

AMOUNT RECEIVED

\$ 200.00

FOR QUESTIONS REGARDING THIS PAYMENT, PLEASE CONTACT:

COLLECTION SECTION
 AGENTS ACCOUNTS BR.

BLDG. 725
 BALBOA

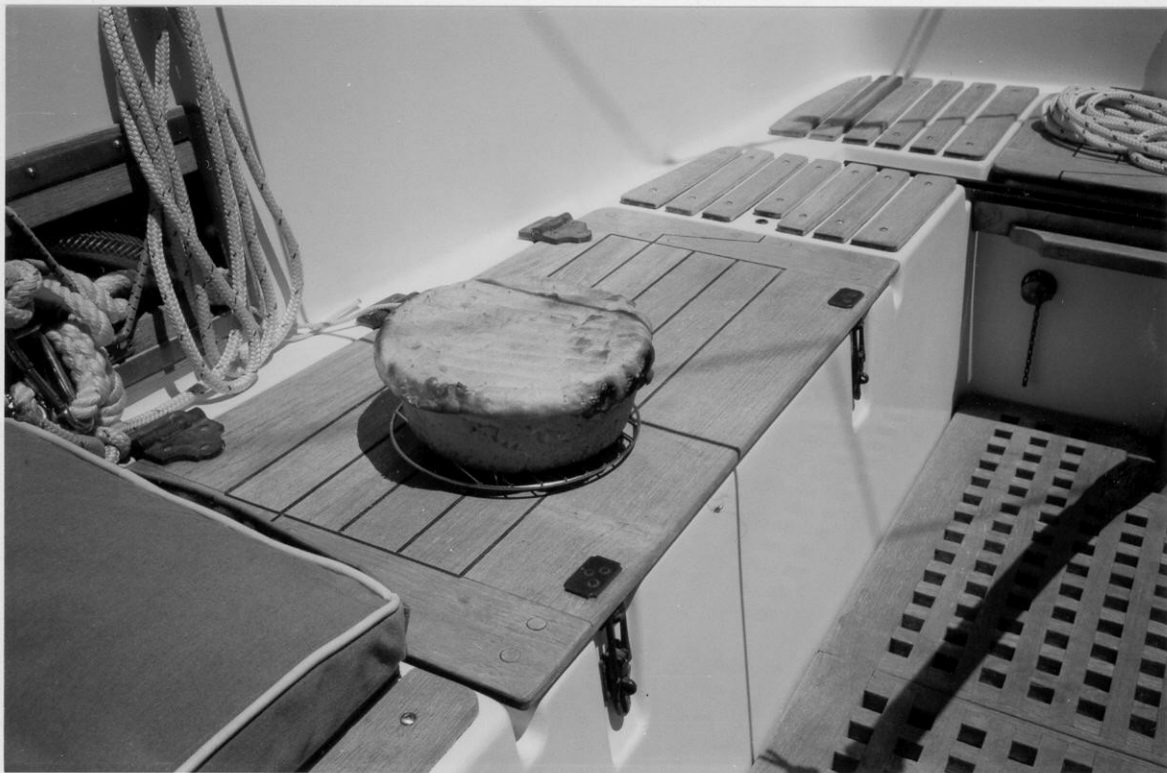
(TEL. No. 52-4331)

CUSTOMER NUMBER	INVOICE NUMBER	INVOICE AMOUNT OR AMOUNT RECEIVED
13 20 C5576521	27 32	42 50 200.00
DUPLICATE		

TC 50 & TC 51



Rafted-up for the Panama Canal transit; fellow yachtsman / line handler wearing straw hat and sunglasses is Nick Skeates, then on his third (or was it fourth?) circumnavigation.

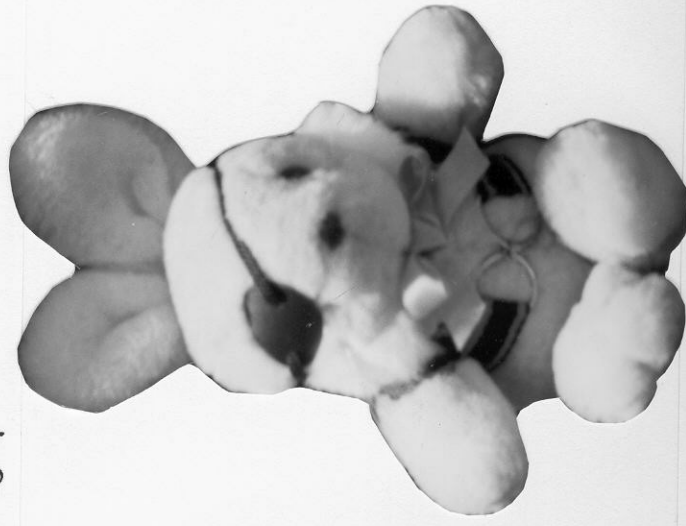


Stove top bread



Holder of numerous sailing 'firsts', including 'First Canadian rabbit to circumnavigate in an Albin Vega', 'Hopper', the ship's mascot proved a loyal, trustworthy and tireless companion. A great reader, with a penchant for scurrilous paperback fiction, he spent his 'off watch' time either reading or sunbathing in a hammock lashed to the backstay.

The eyepatch was a whimsical affectation; Hopper always had excellent eyesight. After a night's shore leave in Nelson's Dockyard, Antigua, he returned on board in the early hours- somewhat the worse for wear - & sporting the eye patch. I didn't ask.....



Leading Seaman 'Hopper'

".....a loyal, trustworthy & tireless companion."