

WORLD TOUR IN 28 TONS YACHT.

ADVENTURES IN RED SEA AND MALDIVES.

A NORWEGIAN VISITOR.

Flying the flag of the Royal Norwegian Yacht Club a trim but tiny, white painted craft of 28 tons gross is lying at anchor in Colombo Harbour close to the Pilot Station.

The "Don Carlos" of Tonsberg—for so she is called—is manned by a crew of five including the Captain, who is also the owner, Mr. Thor Leif Christophersen, and is at present engaged upon a pleasure tour of the world which may last a year or a year and a half, but the itinerary for which has not been settled in advance and is entirely dependent upon the caprice of the owner.

To outward appearances not much larger than the biggest of the motor launches which ply between the jetty and the ships in harbour—and dwarfed into insignificance by the ocean going liners which are her neighbours—it seems almost incredible to the ordinary landman that this tiny yacht can face in safety the fury of the South West Monsoon. Primarily under sail she is, however, fitted with a 50 horse-power auxiliary motor which is located amidships and which is capable of developing a speed of seven knots in calm weather.

When a representative of the "Ceylon Observer" went on board this morning he found Mr. Christophersen in the tiny cabin astern.

"Come in" said the owner, in perfect English, with a welcoming smile.

"There is not much room, I fear, for my quarters are very cramped as you will see. That is the worst of having so large an engine in so small a craft, for the engine lives where I should like to live."

The cabin was certainly small but very cosy and compact. On one side was the bunk, with lockers beneath, on the other a couch, while a table fixed against the wall of the cabin faced the door. Above the table was a rack for glasses and beneath, on hooks, hung the cups.

Everything that could be done to save space had been done, but nevertheless, there was clearly not too much room. In a tiny outer cabin was a stove on which a kettle was singing merrily.

Not Afraid of the Sou' West.

"As you will see," said Mr. Christophersen, "she was built for safety, rather than for speed or for comfort, however, she is an excellent sea-boat and I am not in the least worried about your Sou' West Monsoon."

"Have you had any thrilling adventures since you left?" asked the "Ceylon Observer" representative.

"No, we have had no adventures at all," Mr. Christophersen replied. "It has been just a nice, quiet voyage, not too rough, and very pleasant."

The Start.

He explained that he started from Gibraltar on March 29th. The "Don Carlos" took things quietly through the Mediterranean, but had quite an amusing experience in the Suez Canal, where the large ocean-going liners are permitted to travel at only six miles an hour. "Yes, in the Canal," said Mr. Christophersen, "the laugh was entirely with us. For we passed them all—P. & O boats and the rest—with our little auxiliary engine. However," he smiled, "they caught us up again soon after we entered the Bitter Lakes, where, of course, they are permitted to go fast once more."

In the Red Sea.

"The worst weather experienced on the outward voyage was encountered in the Red Sea. At one time it was blowing so hard that we could make no headway, either with sail or with the aid of our engine. We, therefore, decided to haul in under the lee of some islands where we stayed at anchor for some time. One of these islands, though uninhabited, is occasionally visited by Arab fishermen, and on the island antelopes are to be found. We went in search of antelopes one day but did not see any.

Crossing the Indian Ocean we had a pleasant voyage. We left Aden on May 21st and reached Colombo on Saturday, June 12th. Out of this time must be deducted the six days which we spent cruising along the Maldive Islands.

Among the Maldives.

"We had a most pleasant time in the Maldives, spending two days at Malé and one day at one of the other atolls. I was really charmed with the Maldivian Islands and the people there treated us most courteously.

The Sultan's Private Secretary.

"When we reached Malé, the Sultan's Private Secretary, who speaks most excellent English, came on board and I was very surprised to find that he possessed a very thorough knowledge of the Norwegian cod fisheries. It seemed so strange to me that the people so far away and so isolated should be so well informed on such a question as this.

Generous Island Folk.

"I was very anxious to obtain some provisions, fresh meat, soap and so on, at Malé, and although the people there happened to be very short of provisions at the moment they very kindly gave me most of the things I required, and

absolutely refused to accept any payment or even presents in return. It was explained to me that they were gifts from the Maldivian Government and that I was very welcome to them.

The Women of Malé.

"Malé is one of the prettiest and cleanest towns I have ever seen. The streets are wide and scrupulously clean and the people are delightful. Although the Maldivians are Mohammedans the women do not go veiled as in most Moslem countries. However, as soon as I tried to take a photograph they quickly disappeared. But as long as I kept my camera out of sight they did not display the slightest shyness."

Eastward Ho!

The "Don Carlos" will probably be remaining in Colombo for a few days longer, after which Mr. Christophersen intends to cruise round Ceylon, visiting various ports on his way. He will, later, return to Colombo and then probably continue his voyage to Dutch East Indies, visiting Sumatra, Java and Borneo.

"However," Mr. Christophersen said, "Our time is our own and we decide more or less, from week to week where we will go next. What I shall do after I leave the Dutch East Indies I have not the faintest idea."

"Next Time!"

The "Don Carlos" can make anything from seven to eight knots under sail and with a good breeze, and seven knots with her motor in fairly calm weather. Mr. Christophersen thinks that he made one mistake in fitting out the "Don Carlos" and that was in putting in too large an engine on so small a craft. The present 50-horse-power engine might easily he thinks, have been replaced with a 20 horse-power one which would have enabled the "Don Carlos" to make five knots instead of the seven knots given by a more powerful engine. Besides, a smaller engine might well have been located astern, leaving valuable space in the centre of the vessel for more commodious cabin accommodation.

"If I come another voyage in the "Don Carlos," said Mr. Christophersen, "I will certainly have a smaller engine installed."

At Sheffield a father and son were ordered to forfeit a machine gun which was stated to have been sold as scrap by an O.T.C. sergt-instructor and pay the costs of the prosecution for having the gun in their possession without a certificate.