

WEEK

11 FORCES OF NATURE

Position: -55.1411,
-101.226
Time: 2017-01-12
08:10:00 UTC



Next Week:
Fisheries Depletion

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**By Rich Wilson, Skipper
Great American IV**

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Similarly, in a storm at sea, one will feel the immediate effects, on the boat, on the sailor, the force of the wind, the violence of massive waves, yet still, one only can experience that which is immediate and nearby, within one's own horizon.

So when you look at the chart, and see that we have been sailing for 10 days since New Zealand, and that we have another 10 days to go to get to Cape Horn, how do you consider, and understand, that enormity of this Pacific Ocean? Or can you? In the storm that we had, how

do you connect to the fact that that storm was hundreds of miles across? And that every little local area, as the area that affected us, will have similar forces of wind and waves?

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The power of an earthquake, or the mass of water flowing down one of the great rivers of the world, the gigantic glaciers, veritable rivers of ice, the incomprehensibly massive oceans of the world – aren't we lucky to be here to observe and live alongside such amazing and massive forces!



**by Captain Murray Lister
Master Mariner**

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In my 50+ years at sea, nature twice dictated that her forces would have me very concerned as to whether I would get home. The first was in an area South of New Zealand, where 'Great American IV' will transit. In these latitudes a swell train goes virtually around the world coming basically from a WSWly direction. This voyage an extremely strong storm sent winds from the NW and thus with the standard swell and the storm swell from two different directions, there was a very confused sea state. Being in a quite small research vessel, it was impossible to sleep for almost two days as we struggled our way North to make the shelter of an island at the bottom of New Zealand. It is times such as this, that diligent ship handling becomes very necessary, otherwise serious ship damage can be incurred, with possibly, the loss of the vessel herself.

The second incident was in the South China Sea when caught in a Typhoon with very little room to manoeuvre. Winds in excess of 75 knots, and a swell height of at least

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NEWS EXPLORER

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