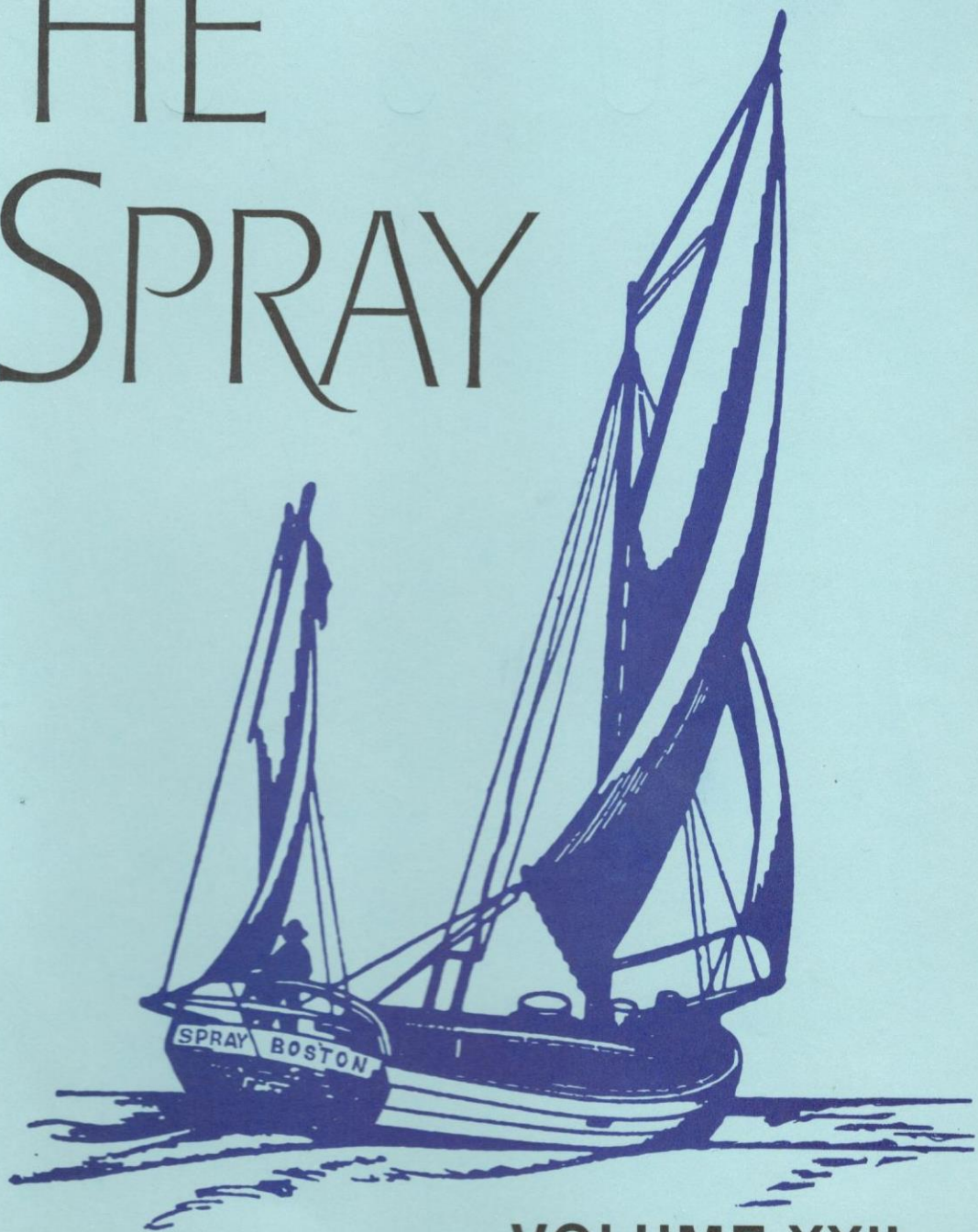


# THE SPRAY



**VOLUME XXII  
1978**

VOLUME XXII - 1978

Published by

# THE SLOCUM SOCIETY

Secretary: Neal T. Walker

Historian: S/Ldr. D.H. Clark

U.K. Treasurer: Michael C. Hardcastle

R.S.A. Representative: Konrad T. Eriksen

The Slocum Society is a non-profit corporation established in 1955 and incorporated in Hawaii on June 27, 1972 to record, encourage, and support long-distance passages in small boats. Membership is open to any interested person without prerequisite. Dues are: US \$10.00 or £5.00 per year, or R 9.00 per year, payable for that year. Inquiries and correspondence should be sent to; Neal T. Walker, Secretary, THE SLOCUM SOCIETY, P.O. Box 1164, Bellflower, California, 90706, USA; Michael C. Hardcastle, U.K. Treasurer; 8 Oakwood Close, Grendon, Atherstone, Warwickshire, CV9 2BU, England or Konrad T. Eriksen, RSA Representative; 28 Benghazi Rd.; Kenwyn, Cape Town; Republic of South Africa.

## THE SLOCUM SOCIETY SAILING CLUB

Commodore: Don Holm

Membership in the Slocum Society Sailing Club is open to all members of The Slocum Society who own a boat. The Sailing Club has neither rules nor dues but members fly the house flag of the last sailing line for which Captian Joshua Slocum worked.

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## SECRETARY'S COMMENTS

Some of you will be surprised to see my name on this page again and others will, rightfully, wonder just who in the devil I am.

To answer both groups, when I retired as secretary of the THE SLOCUM SOCIETY in late 1975, after having served as secretary and editor of *The Spray* since early 1972, I anticipated an uninvolved relationship between myself and the society. Some of you may recall that that was not to be. In quick succession Ken Baker became secretary and then turned it over to our founder, Richard G. McCloskey, who, within less than a year passed it along temporarily to Jean-Charles Taupin, secretary from 1966 through 1971. Jean and I then conducted a "telephone book" canvas of the membership to find the next secretary and finally Bob Torriero, our New York correspondent, accepted the challenge. That was mid 1977 and in late 1977 Bob published an issue of *The Spray*, following up the two monthly issues published by Mac and the two by Jean in the interim. Then things got real quiet and 1978 was well along when Bob wrote me asking for relief. I contacted Chuck Malseed, who had formerly edited *Pacific Skipper* and now edits a column for *Cruising World* and who was, along with me, involved in teaching various marine related courses at Orange Coast College. "How would you like to become editor of *The Spray*?" I asked. "Fine" he said. On this basis, I agreed to handle the secretary's job and we went to work on getting this issue, the 1978 Annual Edition out the door. However, after giving it considerable, agonizing thought, he decided that there was too great a conflict of interest between his responsibilities with *Cruising World* and the job of editor of *The Spray*. So we agreed that he would not be editor but would just help out on a project by project basis, as long as it did not conflict with *CW*.

So there I was, secretary and editor again and this is the result of pretty much my full time effort from late last year to the present, mid April, 1979. I hope that you enjoy it and, of course, will decide to continue your membership in the society (still only \$10.00 or £5.00 or R. 9 per year).

Here is my thinking for the future. Assuming a continuing inflow of news from and about our membership and others in the world of "long distance passages in small boats" and a correspondingly sufficient inflow of membership dues from returning and new members, I plan on publishing four "quarterly" editions of *The Spray*. Each edition will be much smaller than this one and will contain information gathered during the preceding three month period. Hopefully, each issue will be published soon enough after each quarter to make the contents up-to-date when received by the membership. This will generally increase our postage expense but I feel it is within our budget, particularly if our membership is able to grow during the year.

The second thought is that all memberships will originate in January, regardless of the anniversary date of joining. New members joining during the year will receive all back issues for that year, however members joining late in the year will be accorded membership as of the following January. Back issues, then, could be purchased by interested new members as long as the supply lasted. Since we are still a "one man" operation, monthly expiration of membership would have been a very difficult proposition.

And one final thought. I am still very interested in finding an editor for *The Spray*. Because of the necessity for reference to our files, such a volunteer should live in close proximity to Bellflower, California, a small town situated between Los Angeles and Long Beach. Any takers?

Fair winds,  
Neal T. Walker  
Secretary

# SHORT SNORTS

This section deals with short items, generally submitted by or about members, regarding their voyaging in small boats. We periodically enclose with mailings such as with this issue of *The Spray* a card which may be used to send in such information, however you shouldn't wait for the receipt of such to bring us up to date. Much of what follows was gleaned from letters our members were kind enough to send in.

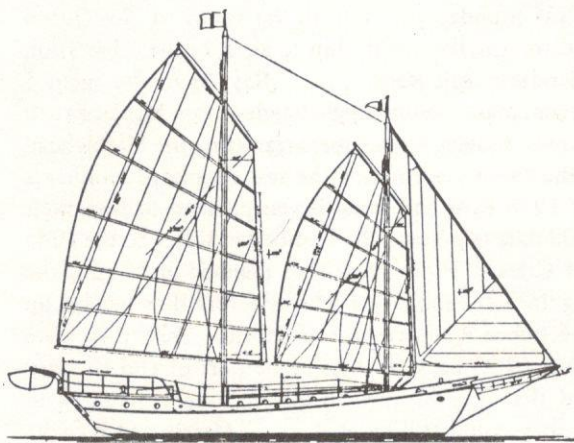
Although this section is to be published in the 1978 annual edition of *The Spray*, quite a bit of the information relates to earlier years since it has not been used in *The Spray* during the past couple of years.

\* \* \* \* \*

**Captain Morgan Ames** (USNR, Ret.) writes that he is the commodore of the Stamford, Conn. Yacht Club which was founded in 1890. In the spring of '76, Queen Margarethe of Denmark was scheduled to visit the yacht club to assist in the celebration of the annual Stamford-Denmark Friendship Sail Race. . . . **Ray Anderson** spent 5 weeks sailing the Maine coast from Salem, Mass., sailing single handed from Mt. Desert to Salem. His standing offer of meal, shower, lodging to members transiting the Marblehead - Salem area was repeated and is in the finest tradition of the sea. His phone number is (617) 664-2777. . . . In October of 1976 **Ross and Irene Bryan** planned to take their 33' Rhodes Swiftsure *IROS* on a 3000 mile trip down the Cumberland river to the Ohio river to the Mississippi and on to New Orleans. From there they planned on cruising the Gulf and west Florida coasts including the Keys and Dry Tortugas before they headed up the east coast of Florida to the Okeechobee Waterway across Florida. Then they were going to sail on up to Mobile and ship *IROS* back to their home port of Old Hickory Lake, Nashville, Tenn. They indicated that they planned to take as long as required to complete the voyage and conceivably they could still be at it. . . . **Marvin and Blanche Creamer** wrote to say they were planning to leave Cape May, N. J. last April 20th for a round trip to England in their Allied Seawind *SCOTIA*, expecting to return about August 10th. . . . A study of "underwater archeology" was to be the purpose of a 1976 trip of **Shirl and Tex Downs** to the Bahamas.

After 5½ years of building, **Joe East** dropped us a line to say that he was still at it. That was in early '76 and hopefully he is afloat by now and enjoying the fruits of his labors. . . . **Kevin and Patty Foley** and their 4 year old daughter **Sarah** recently completed a 1000 mile voyage to Maine and back to Cape Cod in *KE PA SA*, a heavily modified Columbia 22. One of the highlights of their trip was meeting and visiting with Slocum Society members **Hal and Margaret Roth** on board *WHISPER*. They enjoyed

talking about the Roth's passage around Cape Horn and Hal's latest book *Two Against Cape Horn*. In November they sold *KE PA SA* and bought *KE PA SA II*, a 27' Albin Vega which they are now outfitting, looking forward to leaving Cape Cod in 1980 and cruising "as far as we can in the next few years". . . . On a card emblazoned with those beautiful Polynésie Française stamps, **Jock and Karolyn Fugitt** briefly described the 1976 portion of their South Seas voyage. They left San Diego Dec. 3rd (75) and arrived in Hiva Oa on Dec. 29th. After nine weeks in the Marquesas they continued on the Tuamotoes, spending a week at Ahe, before arriving at Tahiti on March 27th. After an appropriate period in Papeete for R & R they continued on to Bora Bora and Huahine with stateside visitors before returning to Papeete. Their plans in mid '76 were to eventually wend their way further south and west, revisiting Bora Bora and Huahine en route. . . . **Joe Grund** writes from Egg Harbor, WI, saying that it is the new home port for his vessel *GESTALT*, and extended an invitation to all of the members who chance up that way to sail the inland islands to look him up at: 7536 Mariner Drive, Egg Harbor, WI 54209. . . . **John C. Harding III** writes from Galesville MD that he purchased a Mason "Oceania", a 33 ft., gaff rigged, double ender, in the spring of 1975. In Feb. '76 Al Mason, the designer of the vessel stopped by and they spent a very enjoyable evening in a local tavern hashing over the design and rig over draft beers,



## MIGRANT

Club News, the publication of the Cruising Club of America) forwarded a copy of Dick's 2/20/77 note written from Kolonia, Ponape, East Caroline Islands which said: "We are 6 months along on our one year circumnavigation of the north Pacific. We sailed from Bellingham to Honolulu in August (76) and then for the Marshals in November. We have cruised the Marshals and Kusaie and are now in the Carolines. Next week we leave for Truk and then it will be Guam, Marianas, Bonins and then Japan. Next will come the big crossing from Japan to Bellingham via the Bering Sea". An April 7th note to the Society written from Guam said essentially the same thing but included the promise by Dick to write a short article for the *SPRAY* covering the highlights of the voyage. Then, in early

We received four separate reports of and from **Dick and Anita Johnson** aboard the Colvin Schooner *MIGRANT*. In February 1976 Dick wrote that they were still in Bellingham, Washington but were planning on another trip. This time they planned on having a ham radio set on board and wondered how many Slocum Society members had ham licenses, suggesting a list of member name and call sign in the *SPRAY* as a good idea. Then in early 1977 **Charles H. Villas** (S/S member who is also the editor of the Cruising

1979 we heard from Dick again. He said that *MIGRANT* had returned from Hakodate, Hokkaido, Japan to Neah Bay, Washington in 41 days, nonstop. The crew for the voyage consisted of Captain Dick, first mate Anita and their son Rick and daughter Kari. Now, Dick, how about that short article. . . . **Jim Klazcko** writes from Camillus, New York with a caution: "Be careful of islands in the Mediterranean not marked on charts or tourist maps. Four times, I was met by rude men with wicked looking machine guns after landing on prison islands. They are not sympathetic with sailing mistakes or wandering, 20 year olds with long hair".

**Claus Hehner** wrote in late 1976, bringing us up on all he had been doing. Although he lives quite a distance inland in West Germany he and his vessel *MEX* have managed to compete under the Slocum Society Sailing Club flag in a number of the most recent single handed races. In 1968 and again in 1972 he was in the OSTAR races from Plymouth, England to Newport, RI, USA. In 1969 he was in the first "true" Transpacific Race, San Francisco to Tokyo, and then in November 1975 he was in the second Transpacific Race, San Francisco to Okinawa via Hawaii. During this last race he was beset by troubles. First his transmitter failed due to the loss of electric power and then the topmast stay and selfsteering rudder failed. Considering the age of his vessel as opposed to the brand new vessels of most of the other competitors and his lack of commercial backing (other than his own) as opposed to the considerable commercial backing of most of the others, his seventh place finish was quite an accomplishment, indeed. . . .

**Gordon C. Mackenzie** reported that he bought a new boat, *PIPER*, in early 1976 and was hurrying to get her in shape for a sail from New York state to Salem Mass. starting on Good Friday. . . . I suspect that **Bill McGrannahan** was a bit embarrassed about this but he said that he inherited a 27 ft. wooden hulled cabin cruiser – vintage 1957 – and was planning on getting it into Bristol condition before trading it to some damn fool for his sail boat. Good luck and members beware. . . . **Britt McPherson** wrote from Miami, Florida where she was lecturing on cruising, saying that she met S/S member **Louise Myers**, using her as a guest speaker. Britt reported that Louise was readying her new Westsail 32 for a June, 1976 trip from Ft. Lauderdale, FL through the Panama Canal to the Marquesas and then home to Hilo, Hawaii. In the meantime, Louise was conducting celestial navigation classes and chartering daysails in the Ft. Lauderdale area. . . . **John and Alison Metcalfe** wrote from East Falmouth, Mass., saying that they had sailed their vessel *DIFFERENT DRUMMER* north from Puerto Rico in June/July '74 when John started working as captain of the S. E. A. Sail Training/research vessel *WESTWARD*, based in Woods Hole. In April of '75 they sold *DIFFERENT DRUMMER* and moved ashore.

After a 48 day recrossing of the Atlantic from England to Hilton Head, S.C., **Allen Palmer, Jr.** went to work at a riding stable, noting that the contrast between voyaging and cleaning horse stalls is considerable. . . . **Kenneth C. Parker**, our Southern Florida Correspondent noted that he has been pretty much shorebound since 1974, his only solace being an occasional delivery which had to fit into an otherwise busy schedule. Anyone passing through Ft. Lauderdale is urged to call him at his business phone, (305) 527-1779. . . . **Charles and Marty Peet** sold their 55 ft. yawl *SANTANA* after their



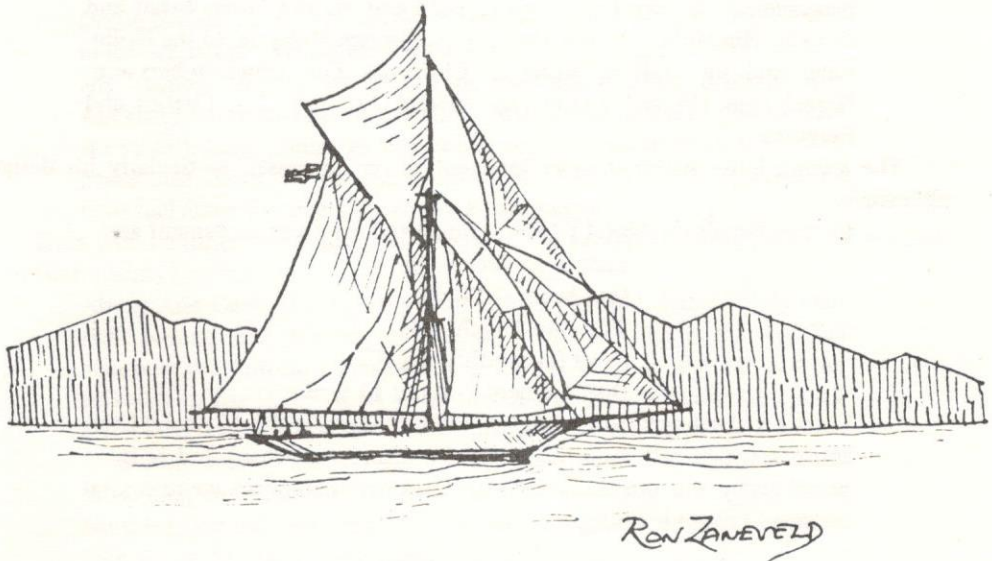
circumnavigation (departed SF 1/31/71 via Mexico, Galapagos, Pitcairn, Mangareva, Tahiti, Cook Islands, Samoa, Tonga, Fiji, New Zealand, Australia, New Guinea, back to Australia, Bali, Cocos, Mauritius, South Africa, St. Helena, Ascension, Barbados, Grenedens, Panama, Mexico and San Francisco, arriving 4/27/73. Logged 35,094 n.m.) and then bought *FAREWELL* a 49' aux, centerboard ketch. Their homeport of St. Thomas, V.I. remains the same. . . . **Leonard Rennie** wrote from Washington D. C. in February, 1976 that a major heart attack in Dec. '74 and a minor repeat in '75 ended his hopes for further single handed sailing. However, he said that he keeps improving his vessel, *TEMPEST*, and has friends who go along with him offshore to and from Maine. His then current projects were ways to put anchor handling, sail hoisting, reefing, and genoa sheeting within the power of a 72 year old heart case without depending entirely on electricity. (*If any members have ideas, please send them in and I'll publish them here and pass them along to Leonard, Ed.*)

**Don Sabath** sent a letter from snowed in New Jersey, mentioning that *ALBATROSS* was awaiting spring in a bubble bath which kept the ice clear of the vessel. Don, in the meantime spends his time mulling over charts, contemplating times and distances to never before visited ports. . . . **Vicki and Paul Sheldon** wrote us about an interesting experience that happened to them while they were on an offshore passage from Provincetown, Mass. to Mount Desert Island. In flat calm weather and under power, *SAMANTHA II* — an Alberg 35 — was passed close abaft (within 50 feet) by a whale swimming on the surface. Paul estimated its length as 90 feet, confirmed by the 10 to 15 foot wake it kicked up. . . . "We sold our 40' Garden Ketch *WINDBORNE* in which we cruised to Hawaii and British Columbia" writes **Bill Singer** from Seal Beach, California. "Now we are well underway in the construction of a 53 ft. Monk designed motor-sailor." . . . You would think that someone who regularly flew to Hawaii and back would be content to sit at home with his feet propped up reading of local happenings. Not so with **Jack Steidl**, United Airlines Captain on the California to Hawaii route. He recently wrote: "After the passage over from Puerto Vallarta to Hilo in March 1975, *HORNBLOWER* (a Ranger 33) is resting in Lahaina, occasionally engaging in short races and bareboat chartering. I have my eyes on the South Pacific for the next few years but not necessarily in *HORNBLOWER*". . . . **Edward Sullivan** wrote from Tauranga, New Zealand in early 1976 mentioning that it was his fourth visit to New Zealand in his 38' trimaran *MANTRA*. From there he planned on visiting Suva. Beyond that he had no specific plans but was considering heading for Hawaii, his first USA call since he had his vessel built in Japan in 1968-70. In the intervening six years he has covered quite a bit of territory. He spent a year in Japan after launching *MANTRA* and has visited The Trust Territories, Gilbert Islands, Fiji (3 times), Indonesia (3 times), Australia, Singapore (2 times), Solomon Islands, New Hebrides, Papua New Guinea, and as mentioned New Zealand (4 times). His crewmember Norio Ota is still with him. . . . **Jack Thomson** sold his *TONDELAYO* in 1975 and after buying *WESTERNER*, a 43' Alden cutter, spent the winter in France, looking forward to wintering in the Med where it is a bit warmer that time of year. . . . In 1976 **Frank Williams** dropped us a line about his voyaging during the summer of 1975. He said that he had single handed his 27' sloop *PIQUA* from Trieste Italy to Palma de

Majorca, Spain and back. The hundreds of islands off the Yugoslavian Dalmatian coast offer plenty of "people and pollution free" coves for anchoring. Dubrovnik boasts supermarkets as does Brindisi, Italy as well as its lovely open air fruit and vegetable market. For 125 miles the sole of the Italian boot was no port or refuge. Off the southwest tip of Sardinia, Carlo Forte, is a sweet little port. Likewise, Mahon, Minorca, Spain is low key. Beware of the Mistral woofing out of the Gulf of Lions, it's often Force 8 and can set up very steep, short waves almost to Africa. . . . **Annie and Glenn Yarbrough** wrote in early 1977 to say that their ferrocement yacht *JUBILEE* was for sale in Florida and that he has purchased a smaller vessel, a 35 ft. Gaff Rigger Ketch named *SEA WITCH* on which he plans to sail singlehanded.

\* \* \* \* \*

So that's it for the Short Snorts for this issue. If you are among those included above and if, because of the length of time between your writing and our publishing our jottings serve to only confuse your friends, please accept our apologies. Hopefully, in the future, most of our Short Snorts will be a good deal more current. To help us accomplish that, please drop us a line and let us know what you are doing, thinking of doing, or have done that may be of interest to our members. OK?



# CORRESPONDENT'S REPORTS

## Rod Lewis - Roving

Slocum Society member and Roving Correspondent **Rod Lewis** sent in a pair of interesting letters which follow:

My wife, Carole-Ann and I own a 40' ketch *ABRAXAS*, registered in Auckland, N. Z., which I designed and we built in Port Moresby during 1972-4. The construction is Airex foam/glass sandwich hull and balsa/glass sandwich decks. The vessel is center cockpit with flush deck and long keel, moderate draught, and medium/heavy displacement. We have lived aboard since Christmas, 1975 and have just completed a 8500 mile voyage (Papua New Guinea - Queensland - N. Z. - Fiji - New Hebrides - Solomon Islands - and back to P. N. G.). We are now in P. N. G. replenishing the coffers preparatory to departing P. N. G. permanently in May (78) to go to Indonesia via the Torres Strait and Darwin. Hopefully, we will then go on through Malaysia, to the Philippines and up to Hong Kong by Christmas. Our crewmembers are: Nereid (age 10) and Aaron (age 9) and our two cats, Charles and Ferguson.

The second letter provides more information on his vessel, particularly his design philosophy.

Further details on *ABRAXAS*, our home and means of movement are:

Length on deck - 40'  
Max beam - 11' 4"  
Waterline length - 31'  
Draft (currently) - 5' 3"  
Displacement - about 11 tons

There's a short bowsprit, about 30" long, to handle the 45 pound CQR anchors which self stow on it. One anchor is all chain and is there permanently and the second one gets shipped there when we're coastal cruising - island hopping.

The boat is medium/heavy displacement but this really is needed to cover solid construction and the sheer weight and bulk of all those personal items that must go into one's home. Too often you see a yacht launched, still with empty tanks, no rig, etc. and it floats on its marks. Every one says "great" but I shudder. Ours floated a good 6" - 8"

above its marks which was satisfying. Now, loaded it's just right. As for the low draft, this ties in with the shape of the keel. This is a long, old fashioned sort of keel, made fatter than usual by me. Total length with the rudder is about 18' so using 10-12% thickness I was able to make it almost 2' wide over the forward part. This gets the center of gravity of the lead ballast lower and leaves enough room for 110 gallons each of water and diesel oil in the keel under the cabin sole. Actually, the tops of the tanks are where you walk. There's no bilge through the central part of the boat. Still it's a watertight sort of structure so we've never had "bilge water" sloshing about the carpet. Another advantage is that the tankage is all below the vertical center of gravity of the vessel so that filling the tanks makes the boat stiffer. The fat keel doesn't seem to affect the windward ability – the boat is no 12 meter on that point of sail but then we're cruisers and will avoid windward work where and when we can. Of course, if it does blow on the nose and it's a short haul to the next port then we start the engine. Purists may shudder but it charges the batteries and when we're in port that chore is over and done with. We're also content to make do with an icebox instead of a deep freeze driven by the engine so this ties in with the desire to run the engine as infrequently as possible. Purists take heart. Don Street, Jr. explains very clearly in his *Ocean Sailing Yacht* (see *The Ocean Sailing Yacht*, Donald M. Street, Jr., Norton, N. Y., 1973) why block ice is the obvious choice instead of refrigeration. We've not had any trouble getting ice except in the bigger cities, Brisbane and Auckland being two examples. The smaller towns in the tropics all have stores with large coldstores and freezer rooms so ice in block form is no hassle and cheap. It costs us about \$1-\$2 p.w. for ice. That's cheaper than fuel alone for an engine to run a compressor.

Then Rod continued with his observations of the various voyaging people he had run into (not literally) saying:

About **Ann Gash**, the Aussie grandmother. I'm told that she didn't get right around. She got sick of hassling with the Arabs in the Red Sea area and the notorious headwinds going up there so she shipped her folkboat to the U. K. Apart from that it was a circumnavigation and a brilliant effort. I saw a photo of her in typical Aussie grandmother gear – stretch shorts, singlet and paunch. Still, her face looked really interesting and it shows how little is really needed to do it. "It" being anything you put your mind to. If you have a good idea, don't hesitate; take action before all those nagging second thoughts flood through. Get a commitment going and there's no turning back – just enjoy the good time that flows. But remember to put effort in as fuel for the system. Sorry to get junk-psyche there but that's about my feelings on cruising.

We're moored in Port Moresby harbor along with about 8-10 cruising yachts and about 30-40 local ones plus a full range of power boats too. The Harbor Board is slowly filling in the shallow parts, where the shelter from the S. E. trades is, for container storage. It really is a good way to ruin a good harbor but because of ineffectual regulations they have to answer to nobody. The local people here are still trying to get in at the bottom of the vicious spiral on consumerism and it's mostly the ex-patriots that are concerned about the despoilation of natural resources and features. There would seem to be no simple answer to this until you've emerged out at the top of the tube, then always with the danger of being effete. Whoops strayed into politics.

Here's a bit of news on who's just sailed in: *FLUGT PASSAT* (meaning "Fly Away by the Trades) a Norwegian 48' schooner with 6 on board, 1½ years from Norway. They hope to complete their circumnavigation by Sept. '78. *IRMELITS*, a 41' ketch owned by Freddy and Irmela from the Virgin Is. They are Australians with American residency and are also on a circumnavigation. They hope to be back in the West Indies in 1979 to check on their gift store business. *SOUTHERN CROSS* with the Lewis (no relation) family, Neville, Louise and their son Chris plus another young American student. They are from Philadelphia and also have a gift shop. *RAVENSONG OF GUERNSEY*, an interesting sort of double ender with four young men from N. Z. I haven't met them yet but we also saw them last year in Bay of Islands, N. Z. just before we left for Fiji. *LE PETIT PRINCE*, a Chilean built, French owned 36' schooner being delivered from Tahiti to Tunisia. This boat is having a hard time with lots of breakdowns and setbacks but the three young French people on board are having a good time and are well accepted here. The language barrier is slipping away. *WATERLOO OF GALVESTON*, about 32' sloop with an American couple but I've not yet met them. Recently departed for Thursday Island, Darwin and Bali was a Swan 65 *SHAITAN*, registered in B. V. I. French owned and on charter to a Swiss millionaire. Fabulous boat and rigorously maintained – absolutely spotless but really didn't seem like a lot of fun.

# Konrad Eriksen - South Africa

**Konrad T. Eriksen**, our correspondent in Cape Town, South Africa, has sent us news of yachts calling in that port.

*MAREDA*, a 60 ft. yawl out of Wilmington Delaware, USA and owned by **Daniel J. Lahey**, was in port in January of 1977. They departed New York in November 1975 and have since sailed through the Caribbean, Pacific and Indian Ocean. They anticipated a July, 1977 return to New York after quick stops in St. Helena, Ascension Island, the north coast of Brazil and the Caribbean.

*ZERLINA*, 28 ft. trimaran out of Lahaina, Hawaii, USA and owned by **Maynard and Becky Clark**, arrived in port in March, 1977. They had left Lahaina 6 years earlier and were hoping to become the smallest trimaran to circumnavigate when they completed the voyage.

*MARENGO II*, a 52' ketch out of Plymouth, UK and owned by **D.G. Wallace**, left Plymouth in November 1975, arriving in the Seychelles in August of 1976. In March of 1977 they were in Cape Town. Future plans include Gibraltar as their next port of call and then returning to the Seychelles in November of 1977.

*WILD GOOSE*, a 32' ketch out of Honolulu, Hawaii USA and owned by **Ken Matson** was in Cape Town in mid March, 1977.

*JUST SO*, a 32' gaff rigged vessel out of Durban, RSA and owned by **M.F. Campbell**, arrived in Cape Town in late April, 1977. They anticipated leaving in January, 1978 for St. Helena and wanted to get to the West Indies by June of that year.

*FUNG NGEN*, a 36' fiberglass ketch out of Hong Kong and owned by **David Emerson**, arrived in Cape Town from Mossel Bay in mid April, 1977. Enthusiastic about their reception, they added a note on Konrad's arrival report, saying "South Africa has been a friendly place to call. The keen interest and participation in yachting is most stimulating and has made our stay here a highlight of our cruise."

*WAN FU* (meaning "A Thousand Blessings"), a 20 meter Chinese junk out of Melbourne, Australia and owned by **Charles Balkiner** called in Cape Town enroute to St. Helena and points west. Charles noted that "It was touch and go rounding the Cape but it's nice to leave the bad weather behind and replace it with a docile South Atlantic."

*ASTERIAS*, a 12.88 meter steel ketch out of Szczecin, Poland under the command of skipper **Aleksandes Lipinski**, arrived August 28, 1977 from Port Louis, Mauritius. After their stay in Cape Town, the vessel's next port of call was to be Plymouth, England and then back to Poland.

*DRAGON*, a 55' cutter rigged, steel vessel out of St. Thomas, US Virgin Islands owned by **John Hwang**, left St. Thomas in January, 1976 for a planned circumnavigation. First they called at the interesting San Blas Islands with the Cuneo Indians and then transited the Panama Canal. One of the few cruising boats with a permit, they cruised the Galapagos Islands for five weeks on a photographic study of the unusual birds and animal wildlife there. From the Galapagos they sailed 3100 miles in 20 days to the Marquesas.

cruised the dangerous Tuamotos and enjoyed Tahiti, Moorea, Huahine, Raiatea, Tahaa, and Bora Bora. Then they continued on to Samoa, Tonga, Fiji, New Zealand, and Australia where they waited out the cyclone season. They left Sydney the beginning of April, 1977 and traveled up the northeast coast of Australia through the Great Barrier Reefs. The 1950 mile cruise through the coral reefs, some atolls, isolated bays of deserted islands, quiet anchorages below beautiful lighthouses was one of the most rewarding experiences for these cruising yachtsmen. Afterwards, they passed through the dangerous Torres Strait to Thursday Island and from there past the volcanic island chain of Timor, Flores, Sumba, Sumbawa, and Lombok to beautiful Bali. *DRAGON* spent 10 glorious days in Bali where her crew explored the interior and got acquainted with the natives. From Bali they undertook a non-stop sail of 3375 miles to Mauritius in 22 days and 8 hours. There she spent 6 weeks, most of it in Grand Baie, getting ready for the toughest part of the world cruise, the rounding of Cape Agulhas and the Cape of Good Hope. The 1676 miles to Durban took 13 days and 19 hours while the much feared 791 mile sail from Durban to Cape Town turned out to be one of the most pleasant sails with moderate to fresh S. E. wind, rounding the Cape with a full moon and cold, crystal clear skies. *DRAGON* arrived in Cape Town on September 29, 1977 with her skipper John Hwang and crew of Patrick and Dennis Hwang, Carol Shepard, and Shaun Philpott. They planned to depart about October 20th, bound towards Rio de Janeiro and then home.

*PEGASA*, a 38' sloop out of Faversham, Kent., U.K. owned by **Professor R.C. Newell**, arrived in South Africa in September, 1977 from Ascension Island via the Canary Islands and Dakar. Their departure date was listed as sometime in 1978 or 1979.

*YANKEE TRADER*, a 50 meter motor sailer registered out of Puerto Cortez and owned by Windjammer Cruises, arrived in Cape Town under the command of Captain **Paul Maskell** on October 9, 1977. The vessel was then engaged in a ten month, round-the-world voyage with passengers, its last port of call being Tular in the Malagasy Republic. On October 21st she departed Cape Town bound towards Jamestown, St. Helena.

*COR CAROLI*, a Carter 30 sloop out of Varna, Bulgaria, was sailed singlehanded into Cape Town by **Captain Gorgiev** on October 10, 1977. Konrad noted in his arrival report on the vessel that Captain Gorgiev seemed to have had a very pleasant voyage so far and was a very interesting gentleman. His next port of call was expected to be Havana, Cuba.

*MARCELLITA*, a 63' motor yacht out of Jersey, Channel Islands, U.K. and owned by Marcellita, Ltd., arrived in Cape Town on November 23, 1977. Leaving Spain at the end of September, her ports of call prior to Cape Town were: Gibraltar, Tenerife, Gran Canaria, Cape Verde Islands, Sierra Leone, Abidjan in the Ivory Coast, Port Genbil in Gabon, and Walvis Bay, South West Africa. After refitting in Cape Town, *MARCELLITA* was to depart for Port Victoria for charter work in February, 1978.

*WOOSHEE III*, a 31' sloop out of Vancouver, B.C., Canada owned by **D. Thomsen** called at Cape Town on November 19, 1977. Previously, he had stopped by the Slocum Society's former headquarters in Hilo, Hawaii during an England - Panama - Hawaii - Vancouver voyage in *WOOSHEE II*.

*EXPRESS CRUSADER*, a 53'2" sloop out of Guernsey and owned by Chay Blyth Boats, Ltd., made an unscheduled stop in Cape Town. Solo Circumnavigator/skipper **Naomi James** was forced to terminate her attempt at a non-stop solo circumnavigation

due to radio and self steering problems. Weather conditions on the voyage from Dartmouth, UK, were mostly good, she said, with one severe storm at S 33° / E 22° but luckily she sustained no damage. She departed Royal Cape Yacht Club Harbor on November 22nd, bound toward Dartmouth to complete her solo, but no longer non-stop, circumnavigation.

*SOLITAIRE OF HAMBLE*, a 34' Bermudian Sloop out of Southampton, UK skippered by **Leslie Thomas Powles**, arrived in Cape Town on Monday, December 5, 1977. Sailing singlehanded, he departed Falmouth, England on August 28th, 1976 and arrived in Tutoya, Brazil on October 23rd, taking 8 weeks to sail the 4435 miles. On November 18th he left Tutoya and arrived in Paramaribo, Surinam on November 28th. He departed Paramaribo on December 8th and arrived in Grenada in the Caribbean on December 16th from which he departed on January 10, 1976. Arriving at the Panama Canal on January 23rd, he remained at Toboga Bay until February 26th whereupon he departed for the Marquesas. He arrived at Hiva Oa on May 4th and cruised the islands until June 10th, departing from Fatu Hiva for Tahiti. Arriving in Papeete on June 19th, he remained there until September 25th. Next he visited Gladstone, Australia, arriving there on December 2nd and departing for Darwin on May 18th, 1977. On August 2nd *SOLITAIRE OF HAMBLE* headed out across the Indian Ocean bound for Durban, making port on September 29th. On November 23 he left for Cape Town, arriving on Dec. 5th.

*GALILLA*, an 11 meter kirk out of La Rochelle, France and single-handed by **Dr. Bertrand Herve**, arrived in Cape Town on December 16th, 1977 from Durban. Her next port of call was to be St. Helena Island.

*ROLLING STONE*, a 49 ft. ketch registered in the United Kingdom and owned by **Graeme Dillon** and **John Caulcutt** arrived in Cape Town in mid December, 1977. Departing the U. K. in July 1976 they voyaged through the Mediterranean, through the Suez Canal to South Africa with stops en route at the Seychelles, and Mauritius. For Graeme Dillon, this was his second call at Cape Town, the first being in 1974 during his circumnavigation in *MAYFLY*, a 30 ft. gaff rigged cutter built 77 years ago.

*SOFIA*, a 120', 3 masted tops'l schooner out of Gloucester, Mass., U.S.A., owned by **Brad Ives**, called in Cape Town in mid December with her crew of eight. Scheduled to depart on January 7, 1978, Captain Ives planned on calling at various ports en route back to the U.S.A.

*PHOBOS*, a 50' ketch out of San Francisco, U.S.A. owned by **Ugo Conti** arrived in Cape Town on the day after Christmas in 1977. In the "details of voyage" portion of Konrad's arrival report, Captain Conti noted: "We left San Francisco in May, 1975. Our itinerary has been Baja, Mexico, Marquesas, Tuamotos, Tahiti, Moorea, Raiatea, Bora Bora, Suvarov in the Cook Islands, Samoa, Wallis Island, Fiji, New Caledonia, Australia (from Brisbane to Darwin along the Great Barrier Reef), Indonesia, Christmas and Cocos Islands, Mauritius, Reunion, and then Durban before making port in Cape Town. We hope to be home by June, having crossed the Atlantic, then through the Panama Canal, Mexico and San Francisco again. We have enjoyed our trip, especially French Polynesia and all the small islands where we could spend time on the beach, swimming and diving in the clear waters. We've made many, many friends who have made our trip really worth while. We bring home many happy memories."



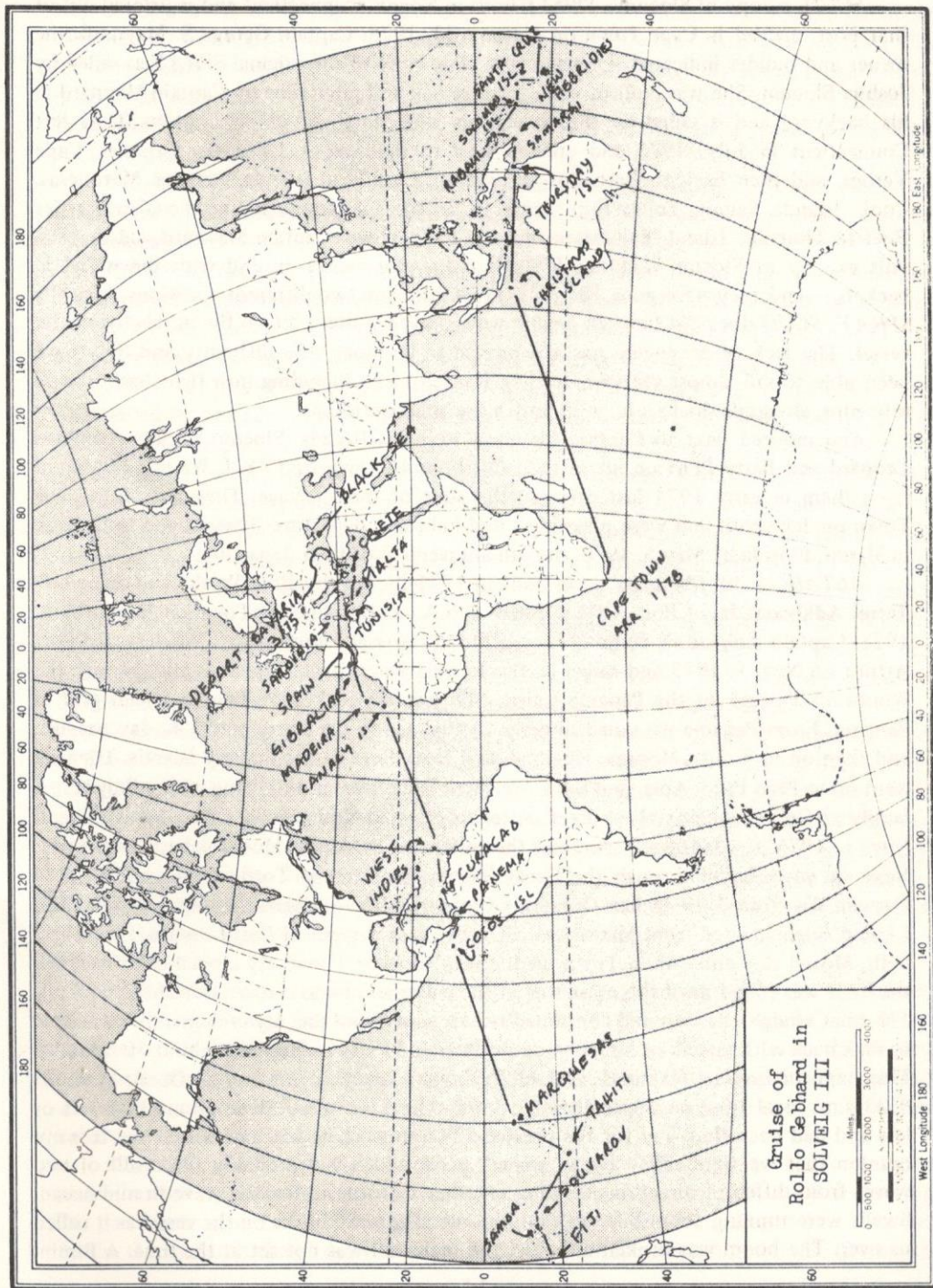
*MIKENO III*, a 9.4 meter sloop out of Nice, France single-handed by **Georges Lagarrigue**, arrived in Cape Town on December 18th. Details of his solo voyage are: depart Nice on October 1, 1975 to Escales Suivantes – Pt. Venches (France) – Palma (Majorque) – Carthagene (Spain) – Almeria (Spain) – Gibraltar – San Miguel, La Palma (Canarias Isl.) – Cayenne (French Guyana) – Belem (Brasil) – Cayenne again for one month – Ft. du France (West Indies/Martinique) spending 5 months at different places in the West Indies, Petites Antilles, Grenadines, Vierges Guadeloupe, etc. before returning to Martinique – Panama in June, 1976 – Galapagos, visiting 3 islands in July and August – Marquesas Islands and French Polynesia (different places from September 1976 to February 1977) – Bora Bora, Huahine – Souvarov, North Cook Islands – Samoa – Suva, Fiji where *MIKENO III* crashed on a reef and required a 5 week delay for repairs – Port Vila, New Hebrides – via Torres Strait 2300 nautical miles in 59 days to Reunion – Durban for 3 weeks – Mossel Bay and Cape Town.

*WRANGLER*, a 40' Ferro Cement Ketch out of Durban, South Africa owned by **Captain and Mrs. Robert L. Miller**, arrived in Cape Town on the last day of 1977. Their next port of call was to be St. Helena.

*TERN*, a 36' sloop out of Knysna South Africa, owned by **John Travers** arrived in Cape Town on January 6, 1978 from her home port. Intending to cruise in the West Indies for a year, they departed in February.

*SEEKER*, a 40' Trimaran built in 1968 by **Ralph Martin** in San Francisco, arrived in Cape Town on January 14, 1978. Captain Martin noted on Konrad's arrival report form: "We left San Francisco in June of 1970 and travelled to Hawaii, Fiji, the New Hebrides, Solomon Islands, New Guinea, Australia, Bali, Singapore, Thailand, Malaysia, Sri Lanka, Seychelles, Kenya, Tanzania, and South Africa. I like to spend time in each country so that I can get to know a little of the people and how they live. So in 7½ years we may not have put a great number of sea miles behind us but I think I have a better understanding of the people of the world than when I left. About the boat, people are always asking about the safety of trimarans. I can only say that so far I have never felt unsafe, even in the strongest wind".

*SOLVEIG III*, a 7.3 meter (24 ft.) sloop out of Starnberg, West Germany single-handed by Slocum Society member **Rollo Gebhard**, arrived in Cape Town on Jan. 23, 1978. Starting his voyage in March 1975 in Bavaria, Rollo sailed the Danube by way of Vienna; Budapest; Belgrade; the Black Sea; Str. of Bosphorus; Istanbul; Dardanelles; the Greek Islands; Crete; Malta; Tunisia; Sardinia; Spain; Gibraltar; Madeira; Canary Islands; West Indies; Curacao; San Blas Islands; Panama Canal; Cocos Isl.; Marquesas; Tahiti; Souvarov; Samoa; Fiji; Vila; New Hebrides; Banks Isl.; Santa Cruz Isl.; Solomon Isl.; Rabaul; Samarai; New Guinea; Thursday Island; Christmas Island, to Cape Town. He noted special events as: the Danube, 2000 km. was difficult with 5ft. draft and *SOLVEIG III* suffered some damage to her keel; on crossing the Atlantic Rollo had a collision with a tanker at night about 100 miles off Barbados, *SOLVEIG III* suffering some more damage; and in the Pacific from the 31st March, 1976 to the 1st October 1977 when he departed Samarai bound for Cape Town.



*SCUD*, a copy of Slocum's *SPRAY* built in Noank, Connecticut and registered out of that port, arrived in Cape Town on January 23, 1978. Captain **George S. Maynard**, the owner and builder indicated she was a very close copy of the original *SPRAY* as sailed by **Joshua Slocum**. She was built of white pasture oak and pitch pine by Captain Maynard in his backyard and is sailed by the owner, his wife Mary and three children. They left Connecticut in July, 1973 and crossed East to the Azores, Gibraltar, Canaries, Cape Verdes, and then back to Barbados and various Caribbean Islands, Panama, Marquesas, Cook Islands, Samoa, Tonga Fiji, thence to Brisbane, Australia and up the Great Barrier Reef to Thursday Island, Bali, Mauritius and Cape Town. Captain Maynard said that she sails exactly as Slocum said the *SPRAY* did — for weeks on end with the wheel in becketts — and they have gone 187 miles in 24 hours on two different occasions. Like the *SPRAY*. *SCUD* does not have an engine which saved quite a bit on the initial cost of the vessel. The lack of an engine has not proven to be much of a difficulty and they have been able to sail almost everywhere they wanted to go including into tight harbors and into slips, alongside docks, etc. with only a few minor mishaps.

And moored next to Captain Maynard were his friends, Slocum Society members **Leonard and Betty Pratt** on board their Offshore 40 yawl, *BETTY J*. We had last heard from them in early 1974 just prior to the start of their voyage. They arrived in Cape Town on Jan. 26th and were planning a mid-February departure. They hoped to be back in Miami, Florida by May 5, 1978, the 4th anniversary of their departure.

*ALTAIR*, a 30' fiberglass sloop built in 1975 by Whitby Boat Works and owned by **Terrel Adkisson, Jr.** of Port Arthur, Texas, U.S.A., arrived in Cape Town on January 7th, 1978. Captain Adkisson's comments on Konrad's arrival report were: "We departed Port Arthur on Nov. 5, 1975 and sailed to the Florida Keys, Bahama Islands and through the Windward Passage to the Panama Canal. She was drydocked at Tobaga Island grid in Panama. From Panama we sailed directly to Hiva Oa in the Marquesas, a 42 day passage, and then on to Tahiti, Moorea, Huahine, and Bora Bora in the Society Islands. Then we went on to Pago Pago, Apia, and Suva. We spent some time in Fiji living with a Polynesian family at Ono Island, Astolobe Reef. After stopping at Noumea, we entered Australia on Nov. 1, 1976 at Gladstone, spending the hurricane season at Mooloolaba, Queensland. Next we voyaged up through the Great Barrier Reef to the Torres Strait and then to Darwin. We crossed the Indian Ocean via Christmas Island, Cocos-Keeling and Mauritius. I sailed single-handed from Mauritius to Durban and stopped at East London, Port Elizabeth, Mossel Bay and Simon Town on the way to Cape Town. My closest call was when the boat was rolled until the mast was in the water and I was thrown out of the cockpit. The boat straightened up and continued to sail on without me. My crewmember was able to tack back with just a reaching jib and find me and I was in the water about 30 minutes. This happened about 60 miles west of Rodrigues Island in the Indian Ocean at about 8:00 a.m. local time on September 15, 1977. The wind was ESE at about 15 knots or less and had been that way for the previous 24 hours. There was a confused sea. It is my opinion that we were rolled by a "rogue" wave which was probably the result of two waves from different directions cresting together to form a breaking wave in mid ocean. Swells were running about 8 ft. high at the time. The wave broke on the vessel as it rolled us over. The boom was broken although the main sail was not set at the time. A Bimini

sun canopy in the down position and secured with its own straps to the cabin handrails was carried away along with the radar reflector just below the starboard spreader. The companionway hatch was closed and one dropboard was in so only about 60 gallons of water was shipped in through the opening. Judging from where objects landed, I think the boat was rolled 120° from the vertical. There was not any structural damage to the boat or rigging except for the broken boom”.

*NILA*, a 37' sloop out of Darwin, Australia owned by **William E. Davis**, arrived in Cape Town on January 5, 1978 from Mossel Bay, S.A. Her next port of call was to be St. Helena.

*VEROUCHKA 2*, a 48' cutter rigged ocean racing vessel out of Nice, France owned by **Christian de Menthon** arrived in Cape Town shortly after the first of 1978. In addition to the skipper, the crew consisted of one other adult and three children ages 13, 11 and 15 years of age. Her next port of call was scheduled to be Rio de Janeiro, Brasil.

*TAKE FIVE*, a 40' Rhodes “Reliant” built in 1964 in Hong Kong by Cheoy Lee, was first sailed by her new owner, **Nicholas Litchfield**, on a shakedown cruise in July, 1974, from her home port of Camden, Maine, to St. Pierre and Miquelon (just south of Newfoundland), returning via Nova Scotia. Then, they continued south to and through the Intra-Coastal Waterway and to the Bahamas where they spent 3 months and another 3 months in the Virgin Islands. After 6 months in the Windward and Leeward Islands they sailed to the Marquesas where they spent a month before going on to the Tuamotos, Societies, Tonga, Fiji, and New Zealand. In early 1977 they left New Zealand and sailed to New Caledonia, New Hebrides, New Guinea, through the Torres Strait to Bali, Christmas Isl., Cocos-Keeling, Mauritius, and Durban. In early 1978 they left Durban and arrived in Cape Town on Feb. 25, 1978. From Cape Town, they plan on sailing to St. Helena, Ascension, Surinam, Grenada, Bermuda and then back to Maine.

*K. G. JESTER*, a 52' ketch out of Hull, U.K., and owned by **Leslie Simpson** arrived in Cape Town on February 25, 1978. Captain Simpson wrote on Konrad's arrival report: “The boat was built in York by myself over a period of eight years and launched in 1973. She proved rather too big for two people over 60 years of age, not particularly the sailing side but from a maintenance point of view. We visited Spain, Gibraltar, the Canary Islands, Barbados, St. Vincent, Grenada, Curacao, Panama, Nuku Hiva in the Marquesas, Tahiti, Rarotonga, Tonga, Fiji, Sydney, up the Great Barrier Reef to the Torres Strait and around to Darwin, then Christmas Island, Cocos-Keeling, Mauritius, Durban and Cape Town”.

*MARENGO II*, a 52' ketch out of Plymouth, England owned by **D. G. Wallace** arrived in Cape Town. Starting from Plymouth, *MARENGO II* first visited Cadiz, Spain and then Vila Real de Santo, Portugal. Next they sailed to Las Palmas in the Canary Islands before crossing the Atlantic to call at Salvador, Brazil. Following that, she headed east into the Atlantic again for the long run to Cape Town, arriving on Feb. 2, 1978. Her next port of call was scheduled to be St. Helena.

*BYLGIA*, a 40' wishbone ketch out of Amsterdam, Holland, owned and sailed single-handed by **Eilco Kasemier** arrived in Cape Town on January 18, 1978. Following her participation in the 1976 Transatlantic Single-handed Race (finishing 18 of 42 starters in the Gypsy Moth Class) she was sailed from Newport R.I., to Rio de Janeiro (54 days),

around Cape Horn on Jan. 31, 1977 to Juan Fernandes (49 days) and to Tahiti (38 days). After cruising in French Polynesia she sailed for Tonga, Fiji, the New Hebrides, and Papua New Guinea. Next Captain Kasemier took her through the Torres Straits to Bali, Christmas Island, Mauritius, Reunion and then to Cape Town. His future plans are for continuing on to St. Helena, Paramaribo, the Caribbean Islands, Bermuda, Newfoundland, around Greenland to Norway and back to Holland, ending his single-handed circumnavigation.

*MAZUREK*, a 9.51 meter sloop owned by the Polish Yachting Association and sailed single-handed by **Ms. Krystyna Chojnouska-Liskiewicz** out of Gdansk, Poland, arrived in Cape Town on January 21, 1978. Her last port of call had been Durban, R.S.A. and she was bound for Las Palmas when she departed.

*GAGE ROADS*, a 34' carvel planked sloop out of Fremantle, Australia owned by **Trevor Robertson**, arrived in Cape Town on January 21, 1978. Having departed Gerladton, Western Australia in August, 1976, she had visited Rodriguez, Mauritius, Seychelles, Mombasa, Tangier, Zanzibar, Dar es Salaam, and Durban before calling at Cape Town.

*SAWUBONA*, a 12.5 meter vessel out of Durban, R.S.A. owned by **Gunnar Olsson** stopped in Cape Town in late January, 1978 en route to St. Helena and points west.

*RESOLVE*, a 40' fiberglass yawl out of Cleveland, Ohio, U.S.A. owned by **Stacy G. Carkhuff III**, called in Cape Town on Feb. 9, 1978.

*SAGA III*, a 40' ketch out of Upsala, Sweden owned by **Leif Abor**, arrived in Cape Town on March 4, 1978. She departed Sweden in June of 1975 and visited the Canary Islands before crossing the Atlantic to the West Indies. After transiting the Panama Canal she sailed across the Pacific to New Zealand and then via the Torres Strait to Indonesia and Christmas Island, then across the Indian Ocean to Cocos-Keeling and Mauritius before making Cape Town. Her route home will take them via St. Helena, the West Indies again, Bermuda, the Azores, England, and Germany before arriving in Sweden.

*WAYLAN*, a 27' sloop out of Michigan City, Indiana, U.S.A. owned by **Vince and Ima Poczik**, arrived in Cape Town on March 27, 1978. This is Vince's third trip and the second trip for Ima.

*BAJ*, a 60' ketch out of Plymouth, England owned by **W. J. Richards** arrived in Cape Town on May 29, 1978 with her crew of 8.

and finally, *LOTHAIR*, a 25 ft. vessel built in 1932 which was supposed to start on a circumnavigation 46 years ago will finally depart with her owner **David Bowen Christopher** and his crewmember. Now, that must have been some "list of things to do before departure!"

# LONG DISTANCE PASSAGES

## Single Handed Voyages

### John Sowden's Second Solo Circumnavigation

In late 1977 Slocum Society member **John Sowden** sent us a brief rundown of his second single-handed circumnavigation (see *SPRAY*: Vol. XIII, Spring 1969 and Vol. XIV, 1970 for an account of his first solo circumnavigation). Starting in 1971, and crossing his outbound track on March 18, 1977, he became one of four to complete a second single-handed circumnavigation (the others are **Harry Pidgeon**, **Jean Gau** and **Tom Blackwell**). From John's letter, then, comes the following account:

Following my first trip around in *TARMIN* (a 25' masthead sloop designed by Robert Clark and built by William King & Son at Burnham on Crouch, England, in 1948) I spent just over a year in Palma of Mallorca, Spain. I departed Palma on Sept. 18, 1971 bound for the West Indies and arrived in Barbados on December 26th, having stopped at Gibraltar; Madiera; and Lanzarote, Canary Islands en route. I then cruised the West Indies in *TARMIN* until October 15, 1972 before departing for a side trip to Rio de Janeiro, Brazil. I arrived in Rio on Jan. 23, 1973, following stops in Natal, Recife, and Salvador. After witnessing the finish of the Cape Town-Rio yacht race and seeing Rio's carnival, I upped anchor on April 14, 1973 and sailed back up to the West Indies, arriving in Antigua on June 1st.

I remained in the West Indies until my departure from St. Lucia, bound for Panama. On March 1, 1974 I arrived in Panama and on March 21st *TARMIN* once again transited the Panama Canal. This time *TARMIN* was given an official Panama Canal Number, sealed in plastic, which is supposed to be posted in the Radio Room (on a 25' boat, yet!). I spent a week provisioning ship and then departed Balboa on April 2. I sailed down to the Galapagos, rounding Isla Espanola without stopping and continued another 800 miles to the west before turning up into the northern Pacific on the starboard tack (the recommended sailing route). I remained on the starboard tack, when I wasn't becalmed (which seemed all the time), until on a parallel with San Diego, California, then turned right and arrived in San Diego on July 1, 1974. On this haul, I was out of port for three months.

On October 23, 1974 I departed San Diego bound for the Marquesas, and to make a long story short:

Arrival Date	Port	Departure Date
Dec. 1, 1974	Nukahiva, Marquesas	Dec. 19
Dec. 28	Huahine, Marquesas	Jan. 18, 1975
Jan. 11, 1975	Papeete, Tahiti	Apr. 23
May 5	Rarotonga, Cook Is.	May 15
May 27	Tongatapu, Tonga Is.	May 28
June 5	Suva, Fiji	Sept. 24
Oct. 17	Honaria, Guadalcanal	Oct. 28
Nov. 27	Port Moresby, New Guinea	May 5, 1976
June 2, 1976	Christmas Island	June 7
June 13	Cocos Keeling	June 13
June 29	Diego Garcia, Chagos	July 1
July 13	Mahe, Seychelles	Sept. 18
Oct. 28	Tulear, Madagascar	Nov. 3
Nov. 16	Durban, South Africa	Jan. 19, 1977
Feb. 18, 1977	St. Helena	Feb. 25
Apr. 4	Martinique, West Indies	

The route of my second circumnavigation was in some cases different from my first time around so I did see some new places. Here is a quick list of some personal impressions and events of the trip, remembering that things may have changed since I was there.

Southern California is no place for a cruising sailor. There was absolutely no marina space and no public anchorages where I was allowed to stay more than a few days. Yacht Club visiting rights, where they exist, are usually for a maximum of 10 days. I was most fortunate that the Balboa Yacht Club, Newport/Balboa, California was able to put me up for 2½ months because a mooring had unexpectedly become available. Don't expect any sympathy or help from port officials.

There are getting to be so many yachts cruising in the South Pacific that its getting difficult to find convenient and safe anchorages in some of the more frequented ports. For example, there were 50 yachts in Papeete when I was there. I was lucky to get into Rarotonga and Suva was also crowded off the yacht club - 25 visiting yachts. Also be prepared to pay port and yacht club fees where there were none a few years ago.





In the Solomon Islands and in Port Moresby, a person must post a bond in cash for 48% of the value of his vessel if he intends to stay more than two weeks.

Don't go into Madagascar without a visa and O.K. from one of their consulates. I entered under duress because of dwindling provisions. I was held incommunicado for a week with police interrogation and the boat searched. With the situation getting stickier all the time, I "cleared" myself one dark night.

The number of visiting yachts in Durban, South Africa was so large that many were required to anchor off, not a pleasant thought if you know Durban when it blows.

I met **Stanislaw Teliga** in Suva, Fiji when I was there. He was doing a trip around the world by plane and ship following the route of his brother and my good friend, the late **Leon Teliga**. Readers of *The Spray* will know that Leon was the first Pole to do a single-handed circumnavigation in his yawl, *OPTY*. (see *SPRAY*: Vol XIII, Summer, 1969 and also *The Blue Water Game* by D. H. Clarke in this issue) Leon's book on his voyage was published posthumously and enjoyed great success in Poland. Perhaps someday we may have the good fortune of getting an English edition.

I am now working on *TARMIN*, trying to prepare her for another time around. I had hoped that I might be the first person to do three circumnavigations, however, **Sqdrn. Leader Clarke** informs me that **Tom Blackwell** is about to set off again, and, misadventures excepted, he will certainly beat me to it. Unfortunately *TARMIN* is getting a bit tired, poor dear. I suppose I really need a new boat but money is a factor so I will continue with my repairs and re-fit and then see if I think she's up to it. She's such a wonderful boat at sea for a 25 footer, it's a pity someone doesn't build the design in fiberglass.

## Solo Circumnavigator Starts Again, This Time Without The Amenities.

On the eve of his execution in 1586 for plotting to kill England's Queen Elizabeth I, **Chidiock Tichborne** age 28, wrote:

My tale was heard and yet it was not told; my fruit is fallen,  
yet my leaves are green; my youth is spent and yet I am not old;  
I saw the world and yet I was not seen. My thread is cut and yet  
it is not spun. And now I live and now my life is done.

On Monday, Nov. 13, 1978 **Webb Chiles**, age 37, read those words before starting out from San Diego, Ca. on a solo circumnavigation in the smallest boat yet, an 18 foot (that's right, eighteen feet) Drascombe Driver, named, appropriately enough *CHIDIOCK TICHBORNE*. Webb isn't new to long distance passages nor is his name missing from the record books. From October 18, 1975 to October 1, 1976 he sailed from San Diego to Auckland, via Cape Horn, to Papeete to San Diego becoming (a) the first American to sail solo around Cape Horn, (b) the holder of the record for the longest non-stop sail by an American, 150 days and 18,000 miles; and (c) the holder of the record for the fastest circumnavigation, 202 days if you eliminate the days in port. (see *Storm Passage*, by Webb Chiles, Times Books, New York, 1977). But that trip was in a 37 ft. cutter, complete with cabin and all of the amenities of a cramped boat. *CHIDIOCK TICHBORNE* has none of these amenities, not even a cabin, and Webb plans on sleeping in a down bag nestled in among neatly stacked layers of provisions, water, two months supply of food, books, a deflated rubber dinghy, writing materials and two radio receivers (but not a transmitter). He expects to take 5 years to complete his circumnavigation and at last report he had safely made the Marquesas in early 1979.

And speaking of long distance passages in 18½ foot boats, what ever happened to **Dave Cookingham** who, in early 1976 announced that he wanted to circumnavigate in an 18½ foot Cape Dory Typhoon. He planned to depart from his home port of Seattle in the summer of 1976 but unlike Webb Chiles' venture, Dave's trip wasn't to be a solo circumnavigation since at various stages his wife, Remy, and his sons Mike and John were to join him.

## The Rescue of Romney Green

Captain **Romney Green**, the exhausted "old man of the sea" who was found drifting helplessly in his 11.58 meter ketch *EVA L*, 120 miles southwest of Cape Town in March, 1978 would probably have died of dehydration had it not been for his million to one chance spotting by a South African Air Force aircraft. That was the view of **Dr. Marek Gasuin**, doctor of the Polish trawler diverted to pick up the mariner and take his vessel in tow. Originally the aircraft were searching for **Ambrogio Fogar** and **Mauro Mancini**, a pair of Italian mariners on board the *SPIRIT OF SURPRISE*. On March 23rd, the South African press announced that a battered yacht spotted from the air was believed to be *SPIRIT OF SURPRISE* and a Polish trawler in the area was directed to the scene, finding Captain Green and ending his 97 day odyssey.

On December 13, 1977 Captain Green had set out from Salvador, Brazil, bound for Cape Town. On board he had sufficient food and water for 60 days, a ten day grace period for his planned 3550 nautical mile voyage. Towards the end of January, 1978 he ran into bad weather. In a force 7 gale his number one jib blew out, exploding with a bang. On February 18 he used up the last of the fresh water in his 40 gallon tank, leaving only his emergency rations in a 10 gallon jerrycan. His food supplies weren't in any better shape. The next day his mainsail tore and together with the badly encrusted bottom of the vessel his progress was slowed to about 25 miles per day. After he had been at sea for 60 days Captain Green was forced to open his emergency rations, biscuits, a few containers of meat and two plastic containers of water. Without a radio transmitter, he was unable to call for assistance. Thirty-seven days later he was down to half a cup of water per day and he was suffering from severe dehydration. At that time he had less than a pint of water left excluding the small amount of distilled water he had for use in his batteries. That was the day he was spotted and a few hours later picked up by the trawler. (This account is from various articles in the Sunday Times of March 25 and 26, 1978, sent to us by **Konrad Eriksen**).

## Transpacific Ordeal of Tomio Ikegawa

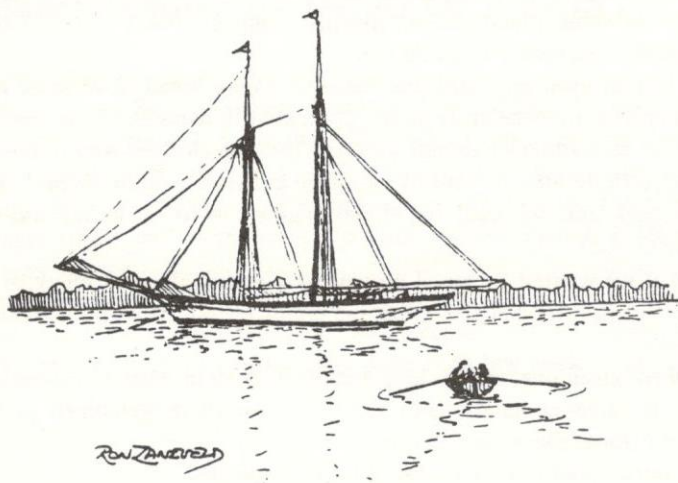
Shades of **Kenichi Horie**, that plucky Japanese mariner who was the first to single-handedly sail across the Pacific eastward in 1962. On February 5, 1977 **Tomio Ikegawa** was found drifting without food or water in his crippled, 26' sloop *SEAGULL'S FRIEND*, by a fishing trawler and towed to Fort Bragg (250 miles up the California coast from San Francisco) by the U.S. Coast Guard. He had left Ehime, Japan on October 19, 1976 and arrived off Fort Bragg on February 3, 1977 (Feb. 4 in Japan), his 117th day at sea. After only 15 hours in port he left to continue his voyage to San Francisco, passing through the Golden Gate on February 7th.

With only two years sea experience, Tomio borrowed half of the amount necessary to purchase a boat from his father, provided the rest himself, and set sail. He took with him 130 pounds of rice and canned food and 85 gallons of water, enough he felt, for his planned 72 day passage to San Francisco by the cold but fog free North Pacific route. But on Nov. 24th his mast was broken in stormy, 60 ft. seas when his vessel capsized. A carpenter, Tomio made a jury-rig mast and continued on his 4600 mile journey. As he neared the California coast he mixed the last of his rice with salt water, his fresh water having been finished. His last week at sea he subsisted on salt water, he said.

## Shirley Ravenscroft's Solo Voyage

Nearly crippled with arthritis two years ago; a virtual invalid and unable to work, **Mrs. Shirley Ravenscroft** has made a remarkable recovery. No, this isn't a touting for a miracle drug, it's just another story of someone's voyage and what it took to get there. In this case it took a move from London to Devon's healthier air, a rigid diet of "health foods", and her husband's generous contribution of £14,000 before she was able to start out on her intended solo trans Atlantic voyage from Dartmouth to America in her 26' yacht *TEASER*. Departing Dartmouth on October 5th, 1978, Ms. Ravenscroft originally hoped to make the crossing to New York within two months of setting sail. Several days after leaving, though, she ran into force 10 winds which swamped her boat, smashing her radio equipment and knocking her unconscious. When she came to she was bleeding from a head wound and had an injured arm, which she mistakenly thought was broken but wasn't, and sore leg. She was forced to pump almost nonstop for two days while the storm poured more water into the boat through the cabin door which, because of a construction fault could not be shut. Finally, when the storm abated, she set sail and limped into Lisbon, Portugal for medical treatment and yacht repairs.

After talking with her husband on the phone, she decided to take the longer route to America, the southern route to Florida, fully confident that she could complete the voyage.



# Crewed Voyages

## The Clarkson's Five Year Circumnavigation

Instead of taking things easy when they retired, Jeffrey and Frances Clarkson bought a 30 ft. sloop and sailed from Britain to America.

They planned to be away for less than a year, thinking a longer journey would be too arduous and too expensive. Now the Clarksons, suntanned and fit, have just returned to Britain – after five years!

For, after years of hard work, they found they loved the freedom of life at sea so much that they changed their brief trip to the U.S. into an adventure filled 41,000 mile voyage around the world, visiting scores of exotic places most people just dream about.

And it cost them under £1,000 a year – less than they would have spent if they had stayed at home, like others who retire.

The Clarksons' holiday, cheap though it was, took them to far away places like Grenada, Tahiti, Fiji, New Caledonia, New Zealand, New Guinea, Mauritius and ports in Africa

How did they manage to see so much of the world so cheaply?

Mr. Clarkson, 61, said: "The biggest help came from the sea itself. It gave us all the fish we could eat. You just trailed a lure – and dinner would soon be waiting on the line.

"Frances became an expert in preparing fish in different ways for variety. Baked, grilled, stewed, fried and even dried like the Japanese do.

"Fresh water was always free or very cheap.

"On islands in the Pacific or the Indian Ocean, we could usually go ashore and pick all the fresh fruit we could eat.

"When we had to pay for vegetables the cost was far cheaper than at any corner store in Britain. On some islands the natives just wanted a few trinkets or things like copper nails for all the vegetables we could carry.

"We had an oven on board and baked our own bread. And there are so many other savings when you are constantly at sea, compared to living in a home on land.

"We cut each other's hair and we spent little on clothes. And of course there were no rates, no electricity bills, no rent or mortgage and no bus, train or car expenses.

"The only time we used our diesel engine was to get in and out of harbor. So we spent little on fuel.

"Even if we wanted to spend money we couldn't do it at many of the small islands we visited. One hint we can give to people sailing round the world is to keep a long fishing net on board.

"We were given one, 600 ft. long and 30 ft. deep in Alaska because it had a few holes in it. But it came in handy later. Natives everywhere welcomed parts of the net, in exchange for things like wood carvings.

"We ended up with no net – but a lot of souvenirs."

The Clarksons, of Irsha Street, Appledore, Devon, set off with only limited sailing experience. Mrs. Clarkson had attended a one-month sailing course in Fareham, Hampshire, run by an Englishman and his Italian wife and she then taught her husband

After selling their printing business, the couple intended sailing their Water Witch class sloop *PILE CAP* just to America.

Mrs. Clarkson, 63, said: "We thought a longer trip would be too hard and too expensive. We were wrong. After America we were enjoying ourselves so much we sailed up to Canada. Then we went to Alaska, but it was so cold there we returned to the sun in California.

"By then we were hooked on life at sea. It was so different, being away from the stress of being on land. So we decided to make a voyage to Mexico.

"After that it just got out of hand. We just went on . . . and on . . . and on . . . without a care in the world.

"We started across the Pacific, to the Marquesa Islands, to Fiji, New Zealand, Australia, Papua and across the Indian Ocean to Mauritius.

"In between, we called at a dozen places. We didn't really know their names – and we didn't care. At some small places we were welcomed like royalty and given big feasts and displays of dancing.

"It was so different to just sitting at home in a rocking chair.

"We met new friends everywhere. Before we left our mailing list for postcards was less than a dozen. Now we have 600 friends, all round the world."

Was the trip too arduous?

Mrs. Clarkson said: "Not at all. We both feel extremely fit and healthy and we have a younger outlook on life. If other retired couples can make such a voyage, I recommend they do it."

## Atlantic Cruise of *THLALOCA DOS*

In mid 1978, long time Slocum Society members **Hein and Siggie Zenker** were back in port in Carter's Creek, Virginia, U.S.A., about ten miles from where the Zenkers built their vessel *THLALOCA DOS*, after a 15,000 mile trip that took them to Florida, Bermuda, England, Holland, Germany, Portugal, Spain and back to the U.S.A. In an extensive newspaper article sent to the society by S/S member **Francis J. Mann** we read with interest of their voyage:

Irvington, VA – After 15,000 miles of sailing in what they have found an almost perfect boat for their purposes, Hein and Siggie Zenker brought their 40' cutter *THLALOCA DOS* back to Carter's Creek in late June for a few weeks – or months – of staying put.

The Canadian couple, whose world traveling under sail now covers 60,000 miles, were welcomed back to the harbor where they first appeared in 1972 in their first boat, *THLALOCA*, just six inches over half the length of *THLALOCA DOS*. In the little boat they had cruised 45,000 miles, including a circumnavigation, after launching her and learning to sail her at Long Beach, Calif.

*THLALOCA DOS* was brought back to the docks of the Rappahannock River Yacht Club, where the Zenkers were made honorary life members after their first arrival, and thus to within a few hundred feet of where she was launched by Travelift at Benson's Boat Yard in 1975.

The Zenkers had built her about ten miles away, in the side yard of a rented house on Route 200 between Kilmarnock and White Stone, in the three years of their earlier stay on the Northern Neck of Virginia.

They described the new *THLALOCA* – named for the Indian rain goddess of the Gulf Stream – as having turned out to be just what they needed for the life of cruising – comfortable, able, seaworthy, and easy to handle.

*THLALOCA DOS* was built to a design by Maurice Griffith, an English naval architect. The hull is cold molded mahogany covered with fiberglass. *THLALOCA* had been built similarly, to a design by Larent Giles & Partners of Lymington, England, and was a duplicate, except for a sloop rig, of John Guzzwell's world-circling yawl *TREKKA*.

Except for rudder trouble and the wrecking of a self-steering vane assembly in a storm, *THLALOCA DOS* came through the two and half years of cruising in U.S. and European waters with scarcely a mark. She looked like a new boat as she lay in a slip, with only the expectable deck-load of gear laid out for inspection and repair as a reminder of how far she had gone under her 1,500 sq. ft. of sails.

The Zenkers left here Nov. 29, 1975, and motored down the Intracoastal Waterway to Marathon, Fla., to winter in the Keys. In May 1976 they sailed for Europe, by way of Bermuda. The 3,100 miles to the Lizard and Dover, England, was made in 24 days in light winds, except for two gales.

After sailing to Amsterdam, Holland, for an overland visit to their families in Germany, the Zenkers returned to Falmouth, England, to prepare for a cruise to Spain. This started in a calm that soon ended in a mid-Atlantic depression that set off gales of up to 55 knots, with the Biscayan coast as a lee shore. A new depression was developing, and they sailed back to meet it in the English Channel. Their self-steering had been made "a heap of junk" by the storm, but they finally made it into Falmouth Harbor, both exhausted but alive, and their *THLALOCA DOS* intact except for the steering vane.

They wintered in Falmouth harbor, sailed back to Amsterdam and Emden, Germany, in the spring, then returned to Falmouth to set out for Spain and back toward the Rappahannock River and Carter's Creek. They stopped at Bayona, Spain, where Martin Alonso Pinzon returned with the *Pinta* after becoming separated from Christopher Columbus in the *Nina* on the return from the New World in 1493, then went on to Lisbon, where Columbus himself first came in.

Then to Madeira, the Canary Islands, across to Antigua in the West Indies, for last winter. Dr. R. L. Brumback, Jr., Kilmarnock dentist who had carved *THLALOCA DOS*' trailboards and transom decorations, visited them there.

They followed the islands to Puerto Rico and the Dominican Republic and Haiti, then returned to the United States at Mayport, Fla., at the mouth of the St. Johns River.

## The “Dismalting” of *ENDEAVOUR*

Shortly before sunset on May 18, 1978, the 40' Bounty sloop *ENDEAVOUR* departed San Diego bound towards the Marquesas with skipper **Doug Thompson** (*THE SPRAY* Vol. XV, 1971 and Vol. XVI, 1972), his wife **Sandy** (née Harris, *THE SPRAY* Vol. XVI) and crew members **Bob Gates** and **Cheryll Churchman**. The serene departure masked a frenzied day during which the usual boxloads of provisions, supplies and clothing were squeezed haphazardly into the already bulging lockers; several of the portlights replaced; the anchor winch installed and numerous alterations and minor repairs accomplished.

Old timers will recall that the Bounty sloops were the largest fiberglass sailing vessels then built by the burgeoning sailboat industry when they were introduced in the mid '50's. *ENDEAVOUR* is hull No. 8 and was built in 1958. Also, she is one of those which still had the original fiberglass mast and boom. Relying on the axiom “if it's lasted this long, it must be OK” Doug didn't replace the mast or boom prior to departure.

Nothing was heard from the vessel for 25 days. Then, on June 21 a telegram was received saying that they had arrived in Hiva Oa and that they had been “dismalting” on the 23rd day out. After much conjecture as to whether this cryptic message meant that they had run out of beer or lost their mast, a letter soon arrived indicating the latter. Luckily, the mast had cracked and fallen overboard without injury to the crew or damage to the vessel and only 60 miles from Hiva Oa, to which they easily motored.

Refusing to let their casualty spoil the voyage, they took on a full load of diesel fuel and a few days later headed for Tahuata, anchoring in Hana Moe Noe Bay with its fine white sand beach. There they stuck the spinnaker pole down the stump of the mast and had a jury rig capable of relieving the overworked auxiliary engine. Next, they set sail, of sorts, for Fatu Hiva, staying for a few days in beautiful Hana Vave.

The passage to Rarioa in the Tuamotos, where Thor Heyerdahl's *KON TIKI* finally ran aground (see *The Kon Tiki Expedition*, Thor Heyerdahl; George Allen & Unwin Ltd., London; 1948), was the first major test of the shortened rig. Staying there for 12 days, they were “galebound” in *ENDEAVOUR* for four of them.

Next they went to Makemo where they met the supply schooner and also the government vessel, *ASTROLABE*, and then on to Katia before deciding to strike out for Tahiti, arriving on August 4th. After an unsuccessful attempt to have a wooden mast made in Tahiti, Doug flew back to California and within a week of his arrival a new aluminum mast and boom were on a freighter bound for Tahiti.

While Doug was enjoying the good life in Southern California, Sandy and crewmembers Bob and Cheryll remained in Tahiti. We received a letter from Sandy in mid-September saying:

I am really enjoying Papeete and have met some super people. Yachting people are quite social and seem to have a party often, whether or not there is an occasion. So when we're not busy working on the boat we are on another boat meeting people and getting on a party or two. I try



to meet people with bigger boats which isn't hard because most of the boats are larger. I wouldn't mind throwing a party here but our boat is just too small for very many people.

You can really tell that the weather is starting to change. The winds are getting stronger and it is starting to rain more often. Since the mast is on the way I am really hoping that we can get on our way soon. Most of the boats have left and I doubt whether there will be many new boats coming in.

I've been doing a lot of reading lately and **Eric Hiscock** and I have become quite close. (See *Voyaging Under Sail, Cruising Under Sail, Around the World in Wanderer III, Beyond the West Horizon, Atlantic Cruise in Wanderer III, Sou'West in Wanderer IV*, and the latest *Come Aboard*, by Eric Hiscock; all published by Oxford University Press, Oxford; 1959-78. I am sure this reference does not reflect any impropriety on the part of either Eric Hiscock or Sandy, Ed.) Doug always thought I should read all the sea stories before we left, however I find them much more meaningful now, and I can really relate to them now.

Bob and Cheryll will be leaving soon to join another boat heading for New Zealand. Since we aren't sure that we can get out of here before the start of the hurricane season, they thought it best to get to New Zealand where there is a promise of work. It is impossible to find work here and the prices here are outrageous, usually double or even higher than those in California.

So, in the future it will be just the two of us. I feel we can handle the boat and having the extra space that Bob and Cheryll took up will be nice. We never did have a good spot for the tools and painting supplies. Most of the people we meet don't plan to go further than New Zealand or Australia and others only planned to come as far as Tahiti. When you tell people you are going around the world, even the yachting crowd doesn't understand. I guess they think of the Indian Ocean and the Red Sea and forget how nice the Med. is.

Without a mast, our boat swings differently than the other boats and that concerns me. The wind has been blowing a steady 25 knots all day and there are three boats a little close for comfort. I never understood why people have to anchor so close when there is plenty of room. I guess it's the herd instinct they get from living in cities. So far no one has dragged anchor but I'll feel a lot better if the weather were to mellow a bit. I'll also be glad when we have a regular rig again. I feel like I'm on a budget motorsailor!

By the end of September Doug was back in Tahiti as was the new mast and on December 1st he wrote to us from Moorea:

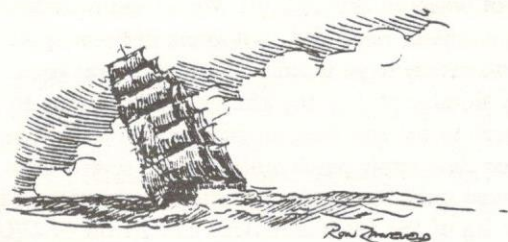
When I start out to say we just came to Moorea to relax after building our mast, I then realize that we have been here for over a month. I suppose we should be rested up by now.

We are anchored in Cook's Bay on the north side of the island. It is a nice spot, fully protected from the swell by the reef though it does get windy here at times. Among others we are sharing the anchorage with *MOONGLOW II*, a Westsail 42 ketch out of San Francisco owned by **Dr. and Mrs. Richard C. Morrison**, and they spent some time after that in Hawaii. **Bernard Moitessier** lives here now though at this time he is sailing *JOSHUA* to Ahe in the Tuamotos. Also, **Earl Schenk** is in Tahiti now.

Our mast construction turned out to be a much harder task than it would have been in California. Several key errors were made in its manufacture and it took us three weeks to set everything straight and step it. We also discovered that our rudder was in very bad shape and so we had a new one made here out of mahogany. The yard did an excellent job, better than one we could have had done in California, I feel.

We are planning to sail to Pitcairn soon so should give our new rig a test. We plan on returning to Tahiti by way of Mangareva and the Austral Islands.

Well, they never made it to Pitcairn. Six days out they ran into a storm which blew them towards Raivavae in the Austral Islands. So they said "if you can't beat 'em, join 'em" and entered the reef, anchoring on December 10th, 1978. On their twelfth day there they heard of a 2 month old baby who was quite ill and volunteered to take the child, the mother and a nurse to Tubuai where a plane could take them to a doctor in Tahiti. They arrived at Tubuai the next day, December 23 and soon became local celebrities, spending the Christmas holidays as the guest of the French doctor on that island. After the holidays, they decided that since they were just about back where they had started, they might as well give up the idea of getting to Pitcairn and so headed back to Tahiti. Plans now are to depart Tahiti in the spring of 1979 and head for New Zealand by way of Bora Bora, Fiji and New Caledonia.



## **SI TI SI III and GLORIA MARIS Sail In Company**

In the early 1970's, Slocum Society members **John and Mary Lavery** built a 46' steel cutter, in Tasmania and have kept your editor entranced ever since with their travels in the south-western Pacific. In late 1978 they traveled in company with *GLORIA MARIS*, a 50' junk rigged yacht built in Hong Kong and owned by **Mr. and Mrs. Stone**, from Palau in the Caroline Islands to Madang, Papua New Guinea. Unfortunately, *GLORIA MARIS* is so under canvased that it had to power all the way and therein lies the tale.

*SITISI* and *GLORIA MARIS* went out the pass through the reef on the west side of Palau at 4:00 P.M. on August 26th, heading for Madang in Papua New Guinea. We are both equipped with citizen band radio so we could be in voice communication at all times and we planned to try and stay in sight of each other, too, as Stones had not done much cruising and wanted to be sure of reef entrances, etc. Winds were calm so we were both powering with just steadying sails up and arrived at Gnulu Island after all night, all day, all the next night, at 8:00 A.M. and went right in the entrance without even having to change course.

Gnulu is a coral lagoon with a few small verdant islands strung around it. At present only 16 people live there (about 7 teen-agers were off at school) but evidence of many more people having lived there in the past. Lovely old houses with stone foundations and weather-whitened siding made of breadfruit tree planks often three feet wide and carved wooden beams supporting a thatched roof still stand in the shade of big rain trees and breadfruit trees. The chief welcomed us and after Johnny put their one outboard back in running order, we were treated like family. We walked around the main island on Monday and Tuesday and then asked if might visit the Northern Island in the group. Yes, and would we please take some of them along to gather food on that island? So we sailed up on Wednesday with an old man, a young lad, a young man and his wife and 11 year old daughter and her friend. In two days this group had collected birds eggs, birds, coconut crabs, bananas, papaya, taro fish, etc., all neatly packed in baskets woven on the spot, while we walked, swam, went shelling, and collected glass floats along the beaches.

A radio message informed the Stones that a package they had waited and waited for in Palau had finally come and it could be flown to Yap for them to pick up there if they wanted to go there for it, so we detoured to Yap and they entered the port and got their package of wheel pulley and bits. We waited outside the harbor and went on with them Sunday morning, Sept. 3rd, not going in because we had cleared the Trust Territory and had no excuse to go in since the weather was good. From Yap we sailed to Sorol Island arriving Monday at 3 in the afternoon. According to the chart there was no place to anchor except to try and hang on outside the reef, but in fact we found a break in the reef with a nice clear sandy patch quite close to several little islands which gave us a good lee and we stayed until Wednesday afternoon swimming and shelling and collecting more floats. On this leg of the trip the battery charger on *GLORIA MARIS* went out, leaving them with just the 5 watt charger on their main engine.

Friday morning we arrived at Woleai Island group, having had quite calm weather most of the way to date. While having dinner aboard the *GLORIA* we heard a terrible clatter in the generating engine and it was shut off immediately. Next day the men found it had a ruined valve and this was the beginning of a series of troubles for the Stones. No spare parts for the generating plant on a boat that depended so much on that motor for electricity to run fridge, deep-freeze and air-conditioning came as a surprise to us. Also the weather which had been so calm decided to pipe up a little so that the place we were anchored was not too good. Well, the men found an old motor in the village which had been used for generating power and was no longer operating and it was the very same as Stones'. So after a long discussion with the chief he was able to buy a valve for fifty dollars! This all took several days and meanwhile their batteries had gone dead and they couldn't start their main engine. We had been running our generator and making electricity which we were giving them via a long cord to run their freezer and fridge (not the air-conditioners, however) but now we had to get to a safer anchorage so we towed them up to the lee of another island in the group where we were getting protection from the new wind direction and Stoney worked on fixing his generator. The biggest problem was the main gasket which seals everything when it is all put back together. There was no spare for it and since he had to take the motor apart several times it finally gave out and a new one built from the old pieces and some gasket gunk, etc. Going at last after much hard work, they were able to charge their starting batteries and get their motor going again and also to make electricity for their freezer so they didn't lose any food. Joyce and I were able to get some swims in but the weather was a little rainy and rough for swimming. We had arrived at Woleai the 8th and left Saturday the 16th heading for Manus Island off New Guinea. One day out his generator went out again, but this time it just seemed to die from lack of fuel. We both shut down while he investigated, rather rough seas by now as there was a storm well North of us but we were getting the swells from it. Stoney figured that the diaphragm on his fuel pump was broken and letting in oil (I think this is right, remember, I don't really understand engines and Johnny isn't right here to ask as I write this). Again, no spare parts! So we got out our spare seal for our fuel pump and the measurements seem to be near enough to fit Stoney's with a little trimming, so Stoney lowered a dinghy and came over to us to pick it up. Then we waited (a total of 10 hours) while he installed it and tried the motor with no luck, took it apart and did it again several times. He kept saying he would get it right next time and didn't need help, but finally Johnny was so worried about the weather getting worse that he asked Stoney to come and get him and see if he couldn't help figure it out. So he lowered his dinghy again and came and got Johnny and I took *SITISI* around *GLORIA* in big circles as it was dark by now and I couldn't afford to lose sight of them in the night. Fortunately Johnny discovered an error in installation so they got the pump going. Now it was getting quite rough and getting Johnny back aboard was the problem. They started up slowly forward and let Johnny tow behind in their small dinghy while I came up behind to pick him up. He had a flashlight so I could see where he was but matching speeds and maneuvering close to him without touching him in the up and down seas wasn't fun. Just as he scrambled aboard the dinghy upset and we lost the oars and the seat but got the dinghy aboard just as the painter snapped.

Powering on the next day we wondered "what next" when we got a call that the main engine had died this time, also apparently from lack of fuel, even though the fuel pump seemed to be working all right, so they bled the fuel lines and got it going again, but if they ran over 1500 revs it would die, then later it was 1300 revs, then 1200. This put them down to a speed of about  $3\frac{1}{2}$  to 4 knots. We could neither sail nor power that slowly so would run for several hours till they were far behind on the horizon, then shut down and hove-to until they were far ahead of us on the horizon — then repeat. Very Frustrating. The "what next" this time turned out to be that Stoney realized he wasn't going to have enough fuel to power all the way to Manus — so — we did a refueling at sea! We came up behind them, tied on and they towed us slow ahead while they let back a hose buoyed along a line. This we put down in our engine room and using our electric fuel transfer pump, sent over 75 gallons of diesel to them. It all went off without a hitch but was an experience we don't care to repeat.

We arrived at Manus on Thursday, the 21st of September, with just light enough to enter the bay and stayed until Monday the 2nd of October. Met many old friends there from previous visits and Stoney worked on finding the leak in his fuel lines, getting more fuel, etc. Johnny's idea of using a gravity feed small fuel tank and by-passing the fuel lines from the big tank till he could get to Madang and fix them properly, met with no success as Stoney felt sure he had found all the leaks. We sailed with a good breeze the 28 miles to Lou Island while *GLORIA* powered along well. Next morning we started out for Madang, but by 11:00 A.M. the motor was conking out again so we went back to the anchorage at Lou as it was quite rough and no good for hoving to when there was an anchorage available. Stayed over the rest of Tuesday and all day Wednesday as it was quite squally. Better on Thursday so we started out again but by noon the fuel lines were cutting *GLORIA* down to  $1\frac{1}{2}$  to 2 knots. We went on a bit ahead and scouted Alim Island for a possible anchorage. We couldn't find any way in over the Southern reef where the chart indicated we might get over, so went back to the northern end by the lighthouse and a man came out in a canoe and showed us a little sand patch near the light where we could get the hook down between two reefs. So we anchored and coned *GLORIA* in. The space was so small they had to drop their hook right under us and fall back behind us with their stern almost on the reef. It wasn't a restful night but gave Stoney a chance to find his leak. He had no luck so the whole next day was the old leap frog process as before, getting us in to Bagabag Island just at dusk. We were prepared to flash lights from the dinghy to guide them into the bay but Stoney decided since we were so close to Madang he would just go on all night at his slow speed and we caught them up the next morning and anchored in Madang about noon, October 9th. The last day in Stoney rigged up a gravity feed tank and had no more stoppages and was able to get his revs back up.

I think it will be a while before we agree to "travel in sight" with another yacht.

## ***News From Peer Tagvald***

And now we hear from **Peer Tangvald** written on June 12, 1978 on board his gaff schooner *L'ARTEMIS DE PYTHEAS* in Puerto Galera, in the Philipines:

You ask about my ship so here goes: I built her in French Guiana and rigged her as a gaff yawl. She is 50 foot long on deck with 3 foot draft when the centerboard is up. We sailed her first to France and then through the Red Sea to China where I now have worked as technical adviser for 20 months. Thomas, our son, was born onboard in the Indian Ocean while on the voyage to come here to Asia. Life in Taiwan proved very frustrating, tiring and unhealthy. Pollution must be one of the worst in the world giving us a constant urge to clear our throats, the sewer systems are so poor that they are a serious health hazards, water has to be boiled for 20 minutes before being fit to be drunk and we need very strong nerves to stand the excessive noise caused by all the drivers apparently sitting on their horns and the grapes of firecrackers being set off at all hours of the day and night to scare off evil spirits.

Work was frustrating, not just because of the language barrier but mainly due to the difference in standards between the Chinese and us. A Chinese will content himself with very little as can be witnessed by their poorly built houses, their sewer systems and their way of life in general. They can not understand why something which does the job and which satisfies them should not automatically be good enough for us and our yachts. A few leaks through the deck does not matter to them provided that they are not over the beds, and why use bronze or stainless where it does not show? And why use a screw driver to drive in a screw when it is so much faster to just use a big enough hammer? It will take many years before the Chinese will understand our standards and until then, their products will be synonymous with bad quality but I fear that in time, their industry will not only improve but the Chinese will ruin our own industries just like the Japanese already have done with our motorcycle industries as well as our camera industry. They will break our industries not because they will be any better but because they will be good enough and that, at a far inferior price, due to not being burdened by all the social charges which will break Europe and most "Western" countries.

Taiwan is considered a "free" country as opposed to Red China but it nevertheless took us 5 days of paperwork to obtain permission to leave the country with our boat, and we were boarded and searched not less than three times between the yard where we had berthed and the outer breakwater. First by the custom boat who wanted to double-check our papers and make sure we had not broken the seal on the locker where we had our gun which they had returned to us the day before, then by the police-launch who also wanted to double-check our papers and our exit permit but also searched the boat from end to end to make sure we had "no bad people onboard" as they said and which I presume means that they want to make sure we had no stowaway onboard trying to flee the country. Then the navy patrol boat also searching and checking everything.

Finally out to sea, we washed with strong soap and a scrub most of the dirt of Kaohsiung and then took Thomas up on deck to show him that the real colour of the sea was not sewer-brown but clear-blue and he did look all around him with big eyes.

I had begun to rereg my boat to gaff schooner but we were too eager to leave the country to have the patience to delay departure for finishing the job after my contract ended so we sailed under foremast only. Without the mainmast, without bulwarks and without a single cleat and of course still without the windvane but it was so wonderful to get away and to enjoy the fresh air of the open sea again that we did not mind the slowness of the trip nor the inconvenience of not having bulwarks.

Getting close to Manila Bay the weather got bad and in the radio we heard warnings for the population about the years first typhon approaching. "Atang" did not leave us the time to reach port so we put back to sea and made the ship ready for a blow. It soon became obvious that we were in the "dangerous semi-circle" and trying to get away from it we found ourselves a couple of days later all the way up north of Luzon where we had been nearly a week before! The wind had abated and the radio announced that Atang was dying in the South China Sea and there was nothing more to fear, so we decided to stop at San Fernando, a port of entry close by, so we could rest. There the pilot acting as harbourmaster put us alongside the dock which made me rather uneasy. I argued that it would be a very exposed place in case the wind should come from the north-north-west from where the port was open but the pilot assured me that it NEVER blew from that quadrant, especially not at this time of the year. Having heard those famous last words too often, I said I was going to anchor further out whether he liked it or not, so he finally took us instead to a huge steamship buoy. Well, that night it did blow from the north-north-west as Atang, far from dying down, had turned around and came back over northern Luzon where we were. The wind never got too strong inside the harbour but the swell was spectacular and two boats which were along the pier sank and became total losses while a larger ship, after having broken 9 hawsers, had just the time to hurriedly get away to a safer part of the harbour.

Then on to Manila and its yachtclub which although nice enough, double its mooring charges for each month, making it prohibitive to stay there long. Manila is in fact such a large modern and polluted city that we only stayed there a few days and we are now in the beautiful port of Puerto Galera on the island of Mindoro where the old galleons loaded gold for Spain. It is a completely landlocked natural harbour only accessible by two narrow fjordlike arms. All around is clean beaches bordered by tall coconut trees swaying in the breeze. Ashore, one small village, not big enough to cause any pollution problems but big enough to have a few stores where we can buy bread, fruit and vegetables. Fish we catch ourselves, thus living both healthily and cheaply. Truly a cruising mans paradise and with no harbour fees. We are three yachts here all taking a rest in the typhon season and all visiting each other in the evening when we dine together and Lydia sings and play guitar for us far into the nights.

But for repairing and finishing my boat the Philippines are not the ideal place and we will soon sail to Australia where I have an invitation to stay 2 months for free at the yacht club of Cairns and where everything for the boat can be purchased without trouble.

With just the foresail we will make a slow trip but if necessary we can stop many places on the way, but most likely we will sail direct by way of northeast of New Guinea where we should have reasonably favorable winds I hope.

## SARA GAMP Sails The Atlantic

After a silence of three years we heard for Slocum Society member **Daniel Pyzel** in mid 1976 with an update on his cruising life in the interim, as follow:

In 1973 which is the last time I wrote to you, we were planning a trip to England. The trip came off as planned. We, **SARA GAMP**, **Kiddi Thorsteinsson** and **Jeff Coulton** left the Chesapeake in late June 74 arriving in Bermuda just at the end of the Bermuda race. It took *ONDINE* 2 days 11 hours to get there and us 8 days. I guess we are in a different league! St. George Harbour very very nice and the people in Bermuda really made us feel welcome.

Bermuda-Falmouth was 34 days with no problems. Very glad to see England again and drink some of that good English Bitter. Sailed coastwise to Yarmouth, Isle of Wight, (IoW) my usual home port in England. It is a really good place for long distance sailors as the harbourmaster has a soft spot in his heart for long distance people and it shows in the harbour dues. Worked that winter, '74-'75 as Second Officer and Relief Captain on an 8000 ton ship. Sailed all over the Carribean carrying cement and they even paid me money to do it. I almost felt that I should have paid them for the cruise.

Back to Yarmouth IoW in the spring of 75 and lots of work in the boat fitting her out. Kiddi joined me in June and we sailed upchannel into the North Sea stopping at various ports along the way. Across the North Sea to Holland and then some sailing on the Ijsselmeer. Leaving Holland, we went on to the Kiel Canal and then into the Baltic. Cruised among the hundreds of islands that make up Denmark with stops in many ports there. The Danes seemed a very nice people. Even managed to hit a couple of ports in Sweden. Kiddi left in Copenhagen and so I was single handed back to England. The weather was nothing special as it was now October but everything went off well. Stopped in Germany on the way to England and did a couple of hundred miles of canal travel in Holland when the North Sea weather was too bad.

Back to Yarmouth IoW in England where I started fitting out for a trip to the Carribean. While in Yarmouth I was joined by one of Kiddi's brothers who was with me as far as the Canary Islands. We left England on the 11th of December and within a day and a half were in a really good gale. The gale force winds continued all the way across the Bay of Biscay and we were very glad to stop in Bayona, Spain, 10 days out from Yarmouth. No damage to the boat but very wet. After Christmas, we went on down the coast of Portugal with various stops. Portugese customs and immigration formalities a bit heavy but at least they provided a policeman to drive us to all the offices. Then in each succeeding port, we had to go to three police offices where a bareley literate policeman would squint at our masses of documents all of which were in Portugese. The Portugese people themselves were very nice despite all the political and economic disturbances. Stopped in Gibraltar for a couple of weeks and then on to the Canary Islands.



Spent a month in the Canary Islands and then pushed off, single handed to Antigua. Reached Antigua after a rather slow 30 day passage marked by a few days of calm, some headwinds and even 3 days of gale force winds. The trade winds apparently took some time off this year as there were only 6 days of real proper tradewind weather.

Had a wonderful time in Antigua, arriving in time for the Antigua Race Week. Many beautiful yachts in Antigua, perhaps the nicest being *Ticonderoga*, still a thorbred after all her years.

From Antigua, still singlehanded to St. Barthelemy, St. Martin and then Tortola in the British Virgins. Tortolax has the questionable distinction of being the only place in 13 countries where I was required to pay documentation fees, light dues, and even a "Head Tax" on myself. And they weren't even particularly polite as they took my \$7. It took me three hours to fight my way through officialdom in Tortola. And they claim that they welcome tourists. I thought it was a bit of a rip off.

From Tortola to St. Thomas for provisioning and then off on the 12 day passage to Morehead City N.C., singlehanded. That was my first U.S. port after 2 years and 13000 miles.

Priority in my present planning is to earn a bit of money. Then, who knows? Perhaps back to see the West Coast of Scotland, the Faroes and maybe Iceland. Then a possibility would be the West Coast of Africa, especially the Gambia River which I hear is spectacular. Don't really know but I will keep you informed.

I think the Slocum Society could do some good by leaning on places like Portugal and particularly the British Virgin Islands about some of the problems I have mentioned above. The government of Tortola has denied in some of the sailing magazines that they are charging people all these taxes but I know that I have had to pay and other people I met there had to go through the same hassle. They claim that they only tax charter yachts based outside the BVI these taxes. It isn't true.

## The Word From Dick Justice In Taiwan

We heard from **Dick Justice** in late 1977 with the following good news:

Have sold out all my Guam apts. so can truly live aboard my new retirement-home-afloat, ideal bachelor's quarters. No shoreside, lubberly attachments left at all! And, with any luck at all, hope to never have to own another automobile nor an apt.: strictly the afloat life for me. . .

No, never fear, my enthusiasm for cruising in small boats has not waned; with no shoreside inhibiting economic factors (Guam apts.), can now insure that I maintain the following very loose operation plan:

Dec. - April	North of the Equator: Kapingamarangi, Ponape, Truk, Guam, Yap & Palau
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May - Nov.	South of the Equator Papua New Guinea, et al.
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My new boat is quite similar to the Westsail 32 and is named *SEA ROVER*. She has the new YanMar 3-cyl. diesel, 33 hp, manual as well as electric start, strictly for marine use. Plans as of now include sea trials on the TamShui River the last week of October and sailaway Nov. 1st en route Hong Kong. For info we had a great meeting of the SLOCUM SOCIETY at Happy Hour last Friday evening the 14th of October (1977) present were the following cruising folk:

**Ernest Chamberlain** (Taipei) (ex *VAGABOND*)

**Amin Habbal** (Beirut)

**Jess Haywood** (Guam) & Cruising yacht *WANDER BIRD*

**Pete Hoyt** (Los Angeles) (ex 45' *NIGHT WATCH*)

**Dick Justice** (Guam) & Cruising yacht *SEA ROVER*

**Mabel Walters** (Escondido) & *WANDER BIRD*

As you know Ernest Chamberlain is with Bluewater Yachts here in Taipei; Amin Habbal is a Beirut YC Commodore, Marina Owner & Yacht Buyer; Jess Haywood and Mabel Walters are here having their Hans Christian 36-footer refurbished at the factory (cruising yacht *WANDER BIRD*); and yours truly completing new yacht 33' double-ender *SEA ROVER*. At our table we proudly displayed the Slocum House Flag for all to see and admire and many local would-be cruising aspirants gathered around to grasp that vast knowledge of the sea that only getting out there and doing can be realized. We had a great time and almost wore out the "duty dice cup" rolling for spirits. It was either Ernest or Jess, I can't remember which one, who offered the following words for posterity: "We hereby declare & decree that the above assembly resembles a quorum. Never has a finer group of cruising folk assembled under the Slocum Banner."

Mabel Walters as you might recall is our heroine who sent the Ham Radio "Mayday" signal so the Coast Guard could reach yacht *SORCERY* when she rolled 360° 1200 miles north of Hawaii. Mabel is a "Ham" and is helping Jess and me with our feeble ham efforts. I've got the code fever and am copying around 10 wpm to date; will keep at it. Am planning on installing the Atlas-215x while moored at the Royal Hong Kong Yacht Club. *WANDER BIRD* and *SEA ROVER* plan to sail in company to Hong Kong, thence on to the Philippines and who knows where from there?

Speaking of our mutual problem with evidences of senility, we three, Jess, Mabel & Dick, maintain that "we have more fun than most kids our age;" and I was sort of tickled pink when The Univ. of Okla. mailed my newly earned Master's to my Brother's La Canada address last May. We keep the old brain ticking even if we do roll a-bit-too-many dice cups.