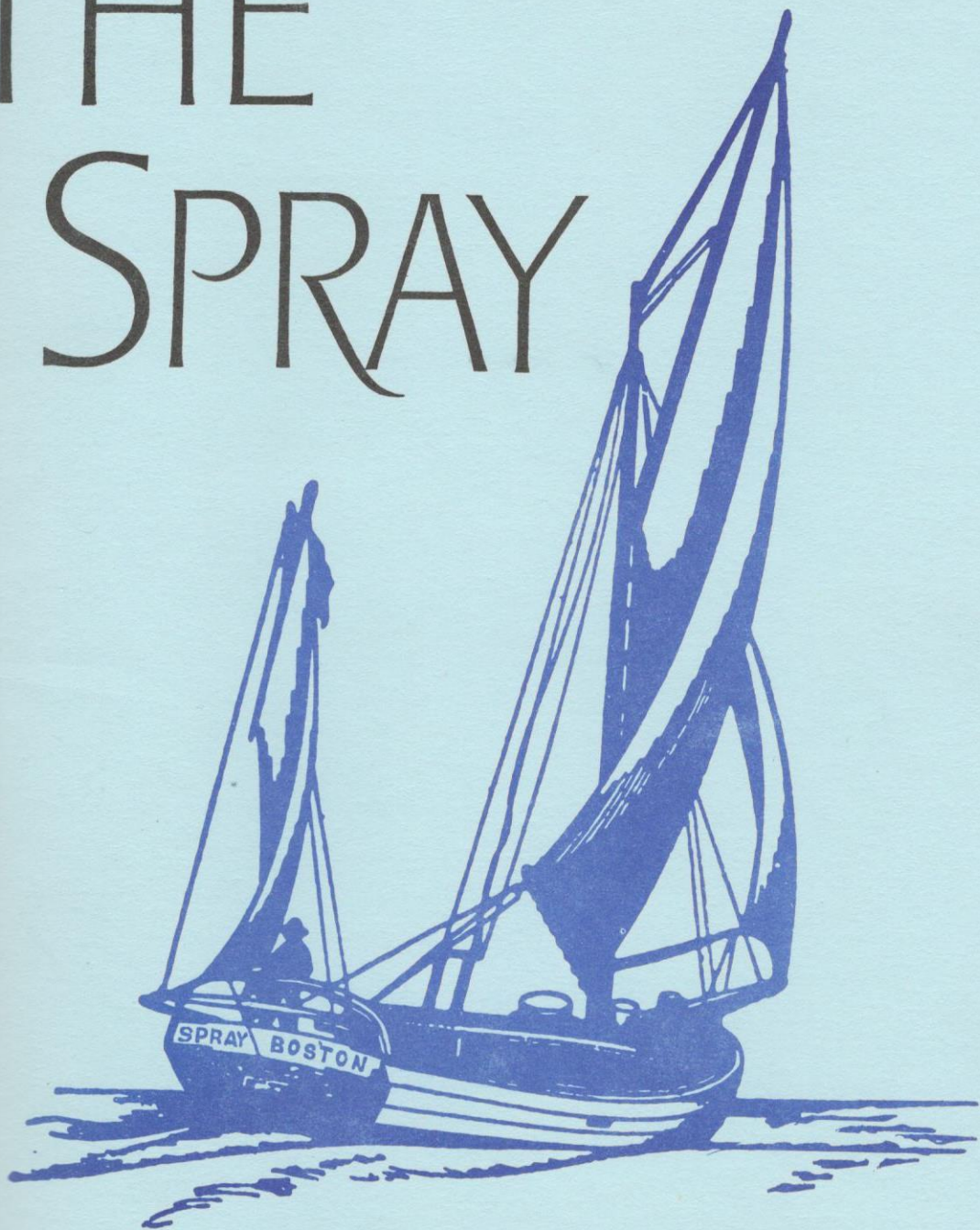


# THE SPRAY

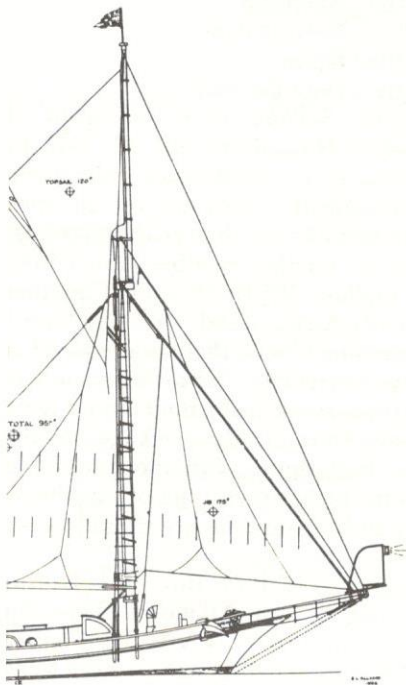


VOLUME XXV NO. 1 JANUARY-JULY, 1981

# SPRAY

. 1 January-June, 1981

## Introduce Your Friends to THE SLOCUM SOCIETY



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at the end of this issue  
and pass it along to  
an interested friend.

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## THE SLOCUM SOCIETY

### AIMS AND ACTIVITIES

*"In an age when mass society has rendered obsolete the qualities of individual courage and independent thought the oceans of the world still remain, vast and uncluttered, beautiful but unforgiving, awaiting those who will not submit. Their voyages are not an escape but a fulfillment."*

The Slocum Society is a non-profit organization encouraging long-distance voyages on small yachts, and keeping records of such passages. It is named after Captain Joshua Slocum, who made the first single-handed circumnavigation from 1895-1898.

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Membership is open to all, and offshore experience is not a requirement. A number of well-known long-distance sailors are members of the Society (including most single-handed circumnavigators who are honorary life members). But many sail in more protected waters or, perhaps, only from their armchairs. The Society has a world-wide coverage in membership.

The Slocum Society Sailing Club was formed in 1957. Its membership is open to any member who owns a boat. The Club has no rules and no dues but those who fly its flag know they have a common bond. Its flag seen around the world is the house flag of the last sailing line for which Captain Joshua Slocum worked. Society members wishing to join the Sailing Club should notify the Secretary of the name and particulars of their boat. The flag may be obtained from the secretary for U.S. \$8.00. A hand embroidered crest which sailing club members may wish to sew on their favorite sailing jacket or blazer is also available from the secretary for U.S. \$7.00.

### DUES

Dues are on an annual basis and entitle members to all membership services for that year, and to all issues of THE SPRAY published for that year.

Dues for regular members are US \$15.00 or the approximate equivalent in: Australian Dollars (A\$); British Pounds ( £ ); Canadian Dollars (C\$); Japanese Yen ( ¥ ); New Zealand Dollars (NZ\$); South African Rand (R); or Deutch Marks (DM).

For Cruising members and Senior Citizen members, there is a reduced annual rate of US \$10.00 or the equivalent in the above currencies. *Cruising Membership* means members who are on extended cruises away from their home waters, *Senior Citizen Membership* means members who, through advanced age, sail only in the more protected waters of their arm chairs. In keeping with the honorable traditions of the sea, each member determines his or her own type of membership.

Dues in US\$ together with the attached application should be mailed to:

THE SLOCUM SOCIETY  
Neal T. Walker, Secretary  
P.O. Box 1164  
Bellflower, CA 90706, U.S.A.

Dues in an oversea currency should be sent to the appropriate overseas representative listed on the overleaf.

## APPLICATION FOR MEMBERSHIP THE SLOCUM SOCIETY

Name \_\_\_\_\_

Address \_\_\_\_\_

Postal code or Zip \_\_\_\_\_

Country \_\_\_\_\_

Amateur radio call sign \_\_\_\_\_

BOAT (if you wish to join the sailing club) \_\_\_\_\_

Name \_\_\_\_\_

Dimensions LOA \_\_\_\_\_ LWL \_\_\_\_\_

Type and Rig \_\_\_\_\_

TRANSOCEAN PASSAGES: If you think the Society's records are not complete, please fill in the reverse. \_\_\_\_\_

I learned of the Slocum Society through \_\_\_\_\_

Enclosed is a check for:

( ) Dues for one year \_\_\_\_\_

( ) Sailing Club Flag \_\_\_\_\_

( ) Sailing Club Crest \_\_\_\_\_

( ) \_\_\_\_\_

( ) \_\_\_\_\_

Total Enclosed \_\_\_\_\_

R \_\_\_\_\_ on \_\_\_\_\_ Dep \_\_\_\_\_

ML \_\_\_\_\_ SC \_\_\_\_\_ MC# \_\_\_\_\_

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- \_\_\_\_\_
- \_\_\_\_\_

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Single-handed transoceanic passages or  
circumnavigation as skipper or crew:

Name of boat \_\_\_\_\_

Name of Skipper or crew \_\_\_\_\_

FROM/DATE \_\_\_\_\_ TO/DATE \_\_\_\_\_

**Addresses of Overseas Representatives:**

For A\$ The Slocum Society, c/o Guenter H. Woyde, Australian Representative, 20 Essington Crescent, Sylvania 2224, Australia.

For £ The Slocum Society, c/o Michael C. Hardcastle, U.K. Treasurer, 8 Oakwood Close, Grendon, Atherstone, Warwickshire CV9 2BU, England, U.K.

For C\$ The Slocum Society, c/o Thomas Sones, 420 Dunvegan Dr., Waterloo, Ont., N2K 2C7, Canada.

For ¥ The Slocum Society, c/o Takehiko Suzuki, Japanese Representative, 6-8-6 Sakurayama, Zushi City, Kanagawa Ken, Japan

For NZ\$ The Slocum Society, c/o Robin H. McMillan, New Zealand Representative, 30 Matipo St., Eastbourne, Wellington, N.Z.

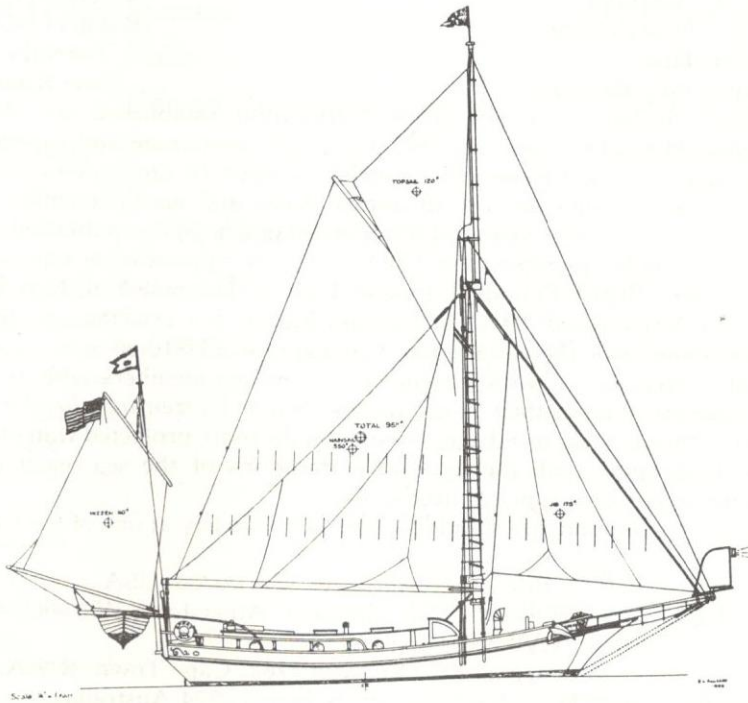
For R The Slocum Society, c/o Konrad T. Eriksen, R.S.A. and South Atlantic Representative, 28 Benghazi Rd., Kenwyn 7764 Cape Town, South Africa.

For DM The Slocum Society, c/o Peter Kollmorgen, Tinsdaler Heideweg 6, D 2000, Hamburg 56, West Germany.

Prospective members with currency exchange problems should first write to the secretary. Appropriate books may be donated in lieu of dues upon approval of the secretary.

# THE SPRAY

Volume XXV - No. 1 January-June, 1981



Published by

## THE SLOCUM SOCIETY

P.O. Box 1164, Bellflower, CA 90706, USA

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# THE SLOCUM SOCIETY

Secretary .....	Neal T. Walker
Historian .....	D.H. Clarke
Treasurer .....	Jean-Charles Taupin
Treasurer, U.K. ....	Michael C. Hardcastle
Treasurer, Canada .....	Thomas G. Sones
Representative, R.S.A. & South Atlantic .....	Konrad T. Eriksen
Representative, Australia .....	Guenther H. Woyde
Representative, New Zealand .....	Robin H. McMillan
Representative, Japan .....	Takehiko Suzuki
Representative, West Germany .....	Peter Kollmorgen

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 on an annual basis and entitle members to all membership services for that year and to all issues of *The Spray* published for that year. Dues for regular members are U\$15.00 or the approximate equivalent in Australian Dollars, British Pounds, Canadian Dollars, Japanese Yen, New Zealand Dollars, South Africa Rand, or West German Marks. For cruising members and Senior Citizens members, there is a reduced annual rate of U\$10.00 or the equivalent in the above currencies. "*Cruising membership*" means members who are on an extended cruise away from their home waters. *Senior Citizen membership* means members who, through advanced age, sail only in the more protected waters of their arm chairs. In keeping with the honorable traditions of the sea, each member determines his or her own type of membership.

Inquiries and correspondence should be sent to the society at one of the following addresses:

Home office:	P.O. Box 1164, Bellflower, CA 90706, USA
UK:	8 Oakwood Close, Grendon, Atherstone, Warwickshire CV9 2BU, England
R.S.A.:	28 Benghazi Rd., Kenwyn 7764, Cape Town, R.S.A.
Australia	20 Essington Crescent, Sylvania 2224 Australia
New Zealand:	30 Matipo St., Eastbourne, Wellington, NZ
Japan:	6-8-6 Sakurayama, Zushi City, Kanagawa Ken, Japan
West Germany:	Tinsdaler Heideweg 6, D 2000 Hamburg 56, West Germany
Canada:	420 Dunvegan Drive, Waterloo, Ontario N2K 2C7, Canada

## 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 Captain Joshua Slocum worked. The flag is available from the Secretary for U\$8.00 or the equivalent in the above currencies, postpaid. Also, a hand embroidered crest which Sailing Club members may wish to sew on their favorite sailing jacket or blazer is available from the Secretary for U\$7.00 or the equivalent in the above currencies, postpaid.

Inquiries and correspondence regarding the Sailing Club should be sent to the Commodore at: Cape George Colony, Rt. 3, Box 98, Port Townsend, WA 98368, USA.

# THE SPRAY EDITORIAL STAFF

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ASSISTANT EDITOR .....	Sandy McLeod
STAFF ARTIST .....	Ron Zaneveld
TECHNICAL CONSULTANT .....	Harry Hofmann, N.A.
TRANSLATORS: Spanish .....	Francisco Aguilar
Polish .....	Jeri Thorpe
Danish, Norwegian, Swedish .....	Karl Damgaard
PROOFREADER .....	Leticia Windyletter,

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Jean-Michel Barrault	Paris, France
Capt. John L. Bender, USCGR	Eastern, USA; USCG Liaison
Peter A. Dickason	New Zealand
Konrad T. Eriksen	Cape Town, South Africa
Charles Glass	London, England
G. Ernest Hamilton	New Brunswick, Canada
Larry Hicks VO1HL	Amateur Radio, Canada
Tom Hodgson	Florida, USA
Don Holm	Northwestern USA
Peter Kollmorgen	West Germany
John Leach	Australia
Carlo Marincovich	Italy
Bill & Jan Massey	Southern California, USA
Robin H. McMillan	New Zealand
Desmond Nicholson	British West Indies
Nancy Oro	San Diego, California, USA
Douglas T. Peck	Gulf Coast, USA
Lofti and Luana Rebai	Tunisia
Curt Shoemaker	Roving
Gene M. Stephens	Southern California, USA
Takehiko Suzuki	Japan
Doug Thompson	Roving
Bob Torriero	New York, USA
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Charles Vilas	Northeastern, USA
Steve Wann	Arabian Gulf
John B. Watlington	Bermuda
Guenter H. Woyde	Australia
Peter Wright	Washington, D.C., USA



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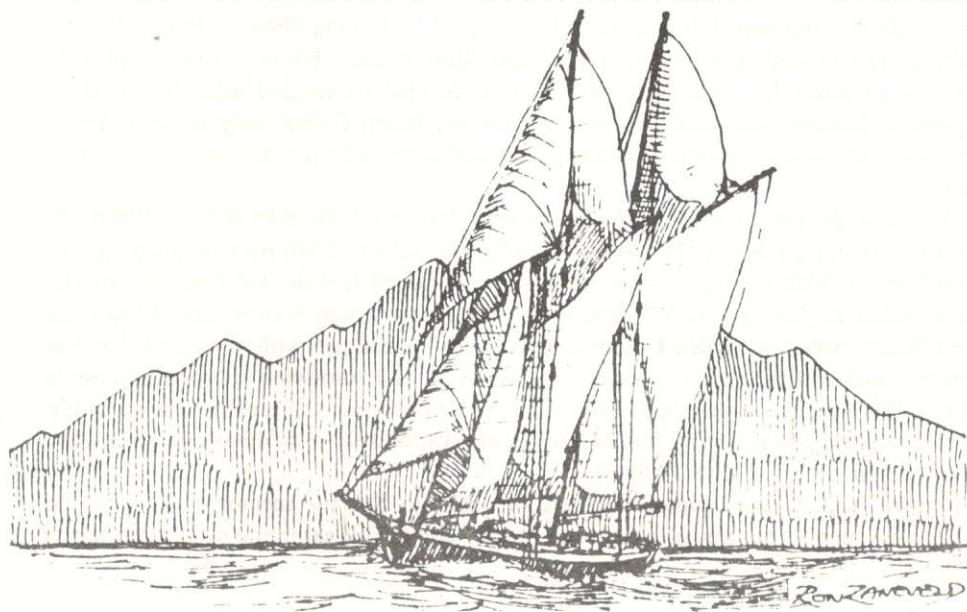
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# Secretary's Comments

Once again, the efforts of a few have had a marked effect on the fortunes of the society. In mid-year **Karl Damgaard**, who several years ago was our Gulf Coast, USA correspondent and who now resides in land-locked La Pine, Oregon, wrote an article about the society and submitted it to *Cruising World* magazine. It was published in September, 1981, many of you probably saw it, and from that article we were introduced to over 350 new members. As of the date of writing this, December, 1981, our membership stands at over 1200, the highest by far in our 25 year history. This influx of new members dues will present some aberrations in our year end financial statement, to be published with the next issue of *The Spray*, but, in concert with our slap dash method of conducting our affairs, we'll worry about that later.

Another member stepped forward after our annual meeting in the spring of 1981 to offer his help. **Ron Slocum** is a descendent of **Captain Slocum** and is computer manager for a Southern California company. He offered the free use of his company's computer for our membership list. By late spring we were "on stream". To the relief of the postal authorities worldwide we then used readable address labels for the mailing of the Silver Anniversary Issue of *The Spray*. Our old scriptomatic system, purchased used in 1957, had done an admirable job in spite of the three moves of the society shortly thereafter. But it no longer produced labels which could be easily read by the long suffering postal workers in the 30 countries to which we mail *The Spray*. Of greater advantage to the society, though, Ron's computer replaced an antiquated card system for accounting for member's dues payments. All too frequently it was subject to error. Now there should be fewer member complaints about home-office bookkeeping errors.

In response to a request by your secretary at the annual meeting held in 1980, **Sharon Adams** volunteered to handle the typing of "welcome aboard" letters to new members and to members renewing their membership. Without her help, those important letters would never have gone out. But Sharon decided to venture into the world of independent business and demands on her time precluded further help in early 1981. Then, **Diane Olshefsky** volunteered and typed those letters which you received from mid-1981 on.

Of course the preparation of *The Spray* is no longer a "one man show". This is the third issue to which **Sandy McLeod's** considerable talents have been applied as our assistant editor. With his Ph.d. out of the way, it is hoped that he will now pick up the reins as editor beginning with the next issue. And, what would we ever do without our **Leticia Windyletter** (aka **Hellen Lanners**), who wields her red pen with merciless abandon whenever your editor, who is given to long involved, and somewhat tiresome sentences similar to this one, keeps pen applied to paper too long without the breather she so firmly feels is necessary, the period. (I just called her, and she said she would have shortened the previous sentence to "Thanks, Helen").

In mid August **Gini Dumont** invited the Slocum Society members living in the Seattle, USA area to her home for another of our rally's. This gathering of kindred spirits

was enjoyed by all who attended, and similar rally's elsewhere in the world are to be encouraged.

Overseas, we have three new representatives. **Takehiko Suzuki** now represents us in Japan; **Peter Kollmorgen** is our West Germany representative; and **Tom Sones** has just agreed to become our Canadian Treasurer. Although Takehiko has been with the society since 1975, both Peter and Tom were introduced to the society through **Karl Damgaard's** article in *Crusing World* magazine.

And so, although we are named after and take our inspiration from the foremost singlehander, **Joshua Slocum**, your society is anything but a singlehanded organization. There are still many areas where membership participation is needed, and you shouldn't wait to be asked. Come on in; the water's fine.

Fair winds,

A handwritten signature in black ink, appearing to read 'Neal', written in a cursive style.

Neal T. Walker

# Short Snorts

**George Milburn** of Tucson, Arizona, USA wrote in that he has just started a Bruce Robert's version of **Captain Slocum's** *SPRAY* in steel. He said he would welcome any comments from members who have gone that way or are presently engaged in the building of one of them. His address is: 3156 E. Milber St., Tucson, AZ 85714, USA.

After reading that, your editor wondered how many of our members have their vessel identified in our records as a version of *THE SPRAY*. Checking, I found these members identified with such a vessel: **Jim & Ruth Ainsworth, Bill & Veronica Callister, Peter A. da Silva, James & Annette Inness, Jim Kirby, Dr. S.M. Le Ber, Don & Phyllis Lefer, James Mellor, George S. Milburn, Cameron Orcutt & Rocky Harris** (they have the "Culler *SPRAY*"), **Keith & Kathy Palmerton, Lowell & Treva Whiting, and Martin Winick**. Surely there must be other members with such an illustrious vessel and they are urged to so inform the secretary.

Another factor which would be interesting is the source of the plans. Two sets of plans known to the editor are those by **Ken Słack** and by **Bruce Roberts**. Are there other plans available? Of course this information is purely academic as we do not supply plans nor do we recommend one set of plans over any others.

And George had a question for our historian, **Nobby Clark**. What is the record for the longest, continuous circumnavigation by a singlehanded sailor? Of course, you would have to eliminate from consideration all of those singlehanders who have become distracted enroute and never finished, intending to do that some day, the time there being infinite.

**Roland Naylor** is working on an 18 ft. prototype of his dream ship, a 42 ft. Flying Proa for a circumnavigation, now planned to start in mid, 1987. He is thinking of a west to eastward passage and has already worked out his itinerary. He also mentioned that he has a copy of **Carl Jackson's** log of *CARLA MIA* (see Single Handed Voyages in this issue, page 21) and will make a copy of that copy for the files of the society.

After four years of hard but absorbing work, **Peter da Silva** of Woronora, Australia has finished his copy of **Captain Slocum's** *SPRAY*. Working entirely by himself, his *DULCINEA* took to the water on May 29, 1981. Her hull is built of fiberglass but the rest is of timber. He increased the LOA to 52 ft. (16 m.); the LOD to 42 ft. (12.8 m.); beam to 14 ft. 8 in. (4.5 m.) and she draws 4 ft. 5 in. (1.4 m.). By keeping the profile of the timber knee beneath the bowsprit, he filled her out to give her a clipper bow, an idea he saw on another vessel in Brisbane, Australia. He also altered the transom slightly to give her an outboard rudder. She will be rigged as a gaff ketch. He reports his plans are to sail in Australian waters for about a year and then just wander off in Captain Slocum's wake.

**David and Joyann Rehberger** are living on board *CYGNET* while they complete *MADRIGAL*, a 34 ft. schooner/Chinese Junk rigged vessel. She is a home-built double ender of PVC cored fiberglass and has a McLeod/Hasler junk rig. Launching is expected to be in October, 1981 and then they plan on sailing to St. Petersburg, Florida, USA to complete work on the vessel. They are planning to circumnavigate, hoping to take at least ten years to do it.

In March, 1981 the society received a letter from **John Young and Jan Cotton** saying that they were a couple who had decided to take time from their regular jobs to do some sailing. John, with a masters degree in education, thesis pending, was an experienced crew member with voyages in the **Marblehead** and **Juan de Fuca** races. Jan was soon to be a licensed medical doctor and had limited ocean going experience. Could we help them (i.e., pin a note to our bulletin board). Your secretary replied we had no bulletin board as our membership was international. Back came their completed application for membership in the society with a note on the reverse saying: "*after an extensive search, we found passage on FURY III, a ketch out of Maple Bay, British Columbia, Canada. We will leave soon for the Marquesas and we plan on spending about two months in that vicinity.*" (Editors note: *Latitude 38*, that "dare to be different" yachting magazine published in the San Francisco area periodically has a "crewmember vessel wanted" listing which puts together those who want to crew for someone else and boat owners who need crewmembers. The range of voyages is from bay sails to long distance passages. For more information, write to **Richard Spindler**, Editor, *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966, USA.)

2

**Lehnart Johansson** of Stenhamra, Sweden sent in this abbreviated version of his two year cruise with his wife. "*Starting in Sweden, we sailed down the Baltic Sea, across the North Sea to the UK and on the canals of Europe to the Mediterranean. We then went further on to Gibraltar, off to the Canary Islands and across to the West Indies where we sailed from Trinidad up to Florida. From there we went back down to the Virgin Islands where we sold our boat, FRIFARAREN and flew home. When we came home last summer ('80) my wife gave birth to a little girl who is now one year old. We have started to plan our next yacht and our next cruise.*"

**Mr. J. Farrimond** mentioned to **Mike Hardcastle** recently that he has changed his boat. He now has a Jim Wharram designed catamaran named *KATITOO* and hopes to set sail for the West Indies in about a year.

**Peter England** was late sending in his 1981 dues to **Mike Hardcastle**, he had a legitimate excuse. He was busy sailing in Portugal and Florida and so missed the dues notice and reminder. Peter wondered whether it would be possible for him to pay his dues each year by "standing order" with his bank and suggested that this may be a good method for similarly engaged members elsewhere. A good suggestion, Peter. Thanks.

**Peter and Sheila Seymour** are now living in North Falmouth, England onboard their new, 38 ft. wooden ketch *LAND OF GREEN GINGER*. To accomplish this they sold their home and business. Quite a step, eh?



Lia and Tammy (with smiles) and salmon (without smiles).



Lia Illingworth and Christmas dinner.

3

**Lia Illingworth** sent us a photo of herself and her catch of King Salmon. You can easily tell which two are King Salmon fishes and which two are King Salmon fishers. The ones with the smiles are the fishers and Lia is to the right in the photo. Tammy, her crewmember on Lia's *WET DREAM* is to the left. These salmon were caught at the Kenai River of central Alaska. While *WET DREAM* remained at her moorings in relatively warm Southern California, Lia spent the summer working aboard the *WILLIWAU PRINCESS*, bottom fishing. During her days off she did a bit of hunting: a Canadian goose for Christmas dinner, duck, and geese and, while anchored at Afognak Island, a pair of deer. Most of her booty was canned for use aboard *WET DREAM* this winter.

**John Sowden** is still "bobbing" around in the West Indies, according to a recent letter from him. He said that he would love to participate in **Alone Around** next year if he could find a sponsor. He has put out a few feelers but not had success as of mid-year.

John also mentioned that he used to have a ham license about 30 years ago but let it lapse because he never used it. Then, a couple of years ago when he was in Puerto Rico he sat for a new license and was successful. His new call sign is N7BJO but don't ship out for a DX. He still hasn't installed a rig onboard *TARMIN* but is thinking about it. When installed he plans on sticking with CW (dit-dah) as his sole source of electrical power is a single solar panel.

"Fred Goettel stopped by last week" wrote **Frank Mann** in a late June letter to the society. "He was on a short single handed cruise in PAR ONERI. We'll probably stop off for a visit with he and Lottie on our run up the Bay". In a later letter, Frank said: "We attended a rendezvous of the Chesapeake Bay fleet of the Southern Cross Owners Association on the 11th and 12th of July. The get-together was at Leeds Creek across the Miles River from St. Michaels, Maryland. We had seven boats in attendance: six 31's and a 28 which was a very good showing. One of the high spots was the attendance of **Karl Edler** in HILDE M<sub>2</sub> who is a fellow Slocum Society member -- yes, he was flying the flag from the starboard spreader. Karl had just returned from an uneventful cruise to Bermuda. On our cruise up the Bay and return we were plagued with typical light summer weather although on the return run we had some sprightly sailing the final three days. We stopped in St. Leonards Creek on the way home to see Fred and Lottie Goettel but they were away on a junket to Maine (by car)."

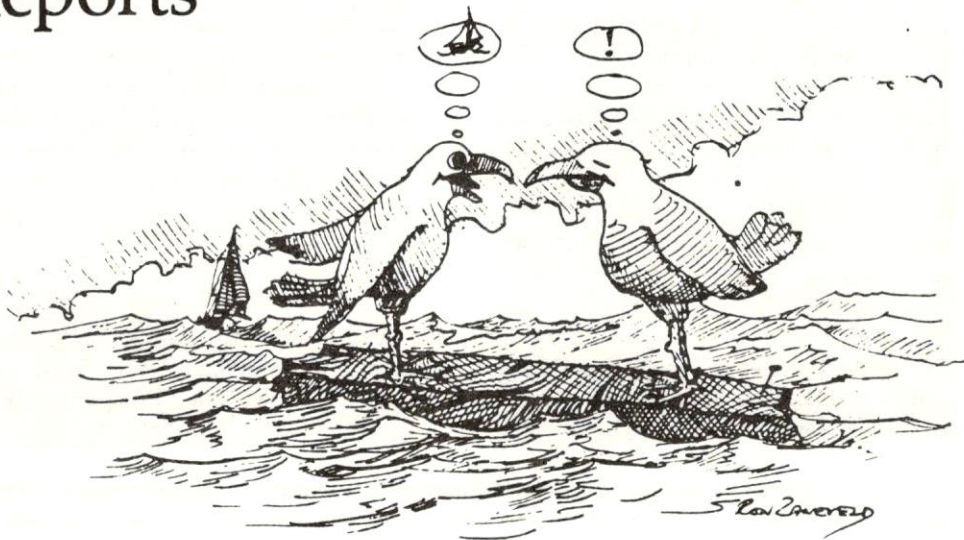
Readers of the English yachting magazine, "Practical Boat Owner" have probably read the article by our member, **Jim Mellor**. It concerned the building of his "Roberts" designed *SPRAY* in steel. It appeared in Issue No. 178, October, 1981. Congratulations on getting published, Jim.

On the reverse of **Dwight** and **Loretta Lindholm's** application was an example of the kind of planning necessary to get a long distance passage underway. Dwight (N6CAN) wrote: "We own GOLDEN VIKING II, a Force 50 ketch built in Taiwan. I am an attorney bringing my practice to a conclusion this summer with plans to cruise for two years. My wife Loretta (N6MD) and I have five children: Douglas (22), Dionne (20) (N6CAM), Jeanne (17), Philip (14), and Kathy (13). Starting in June ('81), after Doug graduates, he and I will live on the boat in the Channel Islands Harbor (near Ventura, California, USA) getting ready for our departure in December. We will keep an apartment in Los Angeles and I will divide my time.

In December Doug, Dionne, Jeanne and I will move offshore about 150 miles and make one long passage down around the tip of Baja, lower California, Mexico to La Paz where we will be joined by the rest of the family for Christmas. Doug, Dionne and I will cruise the Sea of Cortez and the Mexican coast while the three younger children will return to Los Angeles to finish their school year. Loretta and I will divide our time. In June, 1982, the whole family will leave Southern Mexico for French Polynesia. We will stay there until October, moving to New Zealand for the winter. In the spring of 1983 we will do selected South Pacific islands, returning to Los Angeles via Hawaii.



# Correspondents Reports



5

## Donald Holm

World Voyagers, **Jack and Helena Vincent** have chosen the Port Townsend, Wash. area to live after around a decade of cruising. They have their Spencer 44 up for sale, *NEPENTHE III*, and have built a solar home near me on Discovery Bay, with a view of the Strait of Juan de Fuca and the Olympic Mountains. Went cruising with them one fine day recently. We sailed around Cape George, from Port Townsend, and up the bay, for a glimpse from the water of our respective homesites. Discovery Bay, incidentally, was the winter base for **Capt. George Vancouver** and his squadron in 1793 when he charted the waters in this area. Our home, in fact, overlooks his anchorage and the cape here is named for him.

Our Cascade 42 sloop, *WILD ROSE*, is still at Parker's Sailboat Marine on Multnomach Channel near Portland, Oregon. Have not had time to bring her north yet, but expect to this winter to outfit for cruising in Alaskan waters next year. Now that I'm retired from *THE OREGONIAN*, I am working on three new books on sailing and cruising, also some magazine articles. My *The Circumnavigators*, is out of print and almost impossible to find in used book stores. Also my *Cruising the Northwest* (originally titled, *The Anatomy of a Dream Boat*) is out of print, although Dolphin Book club still has a small inventory. (So do I.)

## DONALD HOLM (Continued)

The annual Port Townsend Wooden Boat Festival in early September drew about 10,000 people from all over the world (about twice the population of the town!). The anchorage along the waterfront in this Victorian old city, attracted about 100 (at the time I counted) sailing vessels of all kinds and shapes, from a 90-foot brigantine to catamarans. Incidentally, the anchorage along the waterfront is fairly well protected in summer, but holding ground is somewhat indifferent. The two marinas here -- Point Hudson and Boat Haven -- usually have space for transients, but permanent moorage has a waiting list up to 5 years.

Among the illustrious visitors were **John Guzzwell**, famed solo circumnavigator, and his new bride, **Dorothy**, on their 45-foot *TREASURE*.

Port Townsend is becoming a world-wide mecca for bluewater voyagers, wooden boat nuts, boatbuilding and repairing and as a jumping-off point for cruising the Inside Passage and Alaskan waters. The oldest seaport in Washington, Port Townsend has been up and down three or four times in its 130-year history. Boom and bust. It's now on the upcycle again. Fortunately, local people have conscientiously preserved dozens of the elaborate old homes and business house of the last century. It's somewhat like a poor man's San Francisco. Until about five years ago, Port Townsend looked about the same as it did in 1938 (when I arrived as a mate on the Tahiti ketch, *SKID ROAD*, from Hawaii). In the past five years, P.T. has been "discovered" again, and the place is really booming. Projected growth during the next decade is 50 percent.

**Josiah Taylor**, 73, is an old friend who was building his Cascade 37, *COMITAN*, in Portland, about the same time I was putting together *WILD ROSE*. He writes that he and a lady crew member from Anacortes, Washington are now leaving (late September) **Brisbane** after a sojourn of many months, for a leisurely cruise up inside the Great Barrier reef. Afterwards, he will solo to Christmas Is., Keeling Cocos, and on to Durban. I offered him my rare chart (British survey of 1816) of Keeling Cocos, but he was able to find one in Brisbane. He expects to complete a circumnavigation and then return to the Pacific

**Becky** and **Tom Coffield**, a young couple from Portland, Oregon, returned in August, after five years of cruising in Alaska and the South Pacific. "Now want to try something else," they told me, and have their 36-foot *CABARET* up for sale. Their last voyage was from Bora Bora to Honolulu in 21 days; leaving soon after, and running around the Pacific High to the mouth of the Columbia in 26 days, then 96 miles upriver to Parker's Sailboat Marina, and the Sauvie Island Yacht Club base.

Now that I am out from under daily deadlines, writing some of the things that interest me most will be easier. One of the things I've had in mind is a sort of newsletter to members of the Sailing Club, perhaps on technical subjects related to cruising or building. Any suggestions or contributions would be welcome.

### Write To:

Don Holm, Commodore The S.S. Sailing Club, Port Captain, Washington/Port Townsend, Cape George Colony, Rt. 3, Bx. 98, Port Townsend, WA 98368, USA.

ADDENDUM: On the subject of the Ubiquitous **Tahitis** from the board of **Jack Hanna** (my second favorite vessel), the recent death of **Weston Farmer** reminded me of some correspondence with him over the years when I was researching books. He was the editor of *Modern Mechanix*, the magazine that first published Hanna's plans. The famed *Tahiti* model actually originated in 1923, for a client, and was based upon the lines of some of the most successful doubleenders, including Greek sponge fishermen and Norsky pilotboats. As I can attest personally, however, the *Tahiti* version was somewhat like sailing a gravel barge. Anyway, Weston Farmer revealed to me that the popular bit of doggerel which appeared on the title page in the magazine series, as well as the reprint in *How To Build 20 Boats*, in 1935-36, was actually penned by him, not Hanna. It went like this:

*Poke her nose to the mornin' sun,  
On a tide that's ebbin' speedy --  
Start her sheets to the breeze fresh run  
On a slant for old Tahiti.*

What sea-dreamer or social dropout or restless high school kid could resist an appeal like that!

D.H.

## John Watlington

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**John Watlington** reports from Bermuda that 19 year old **Bill Snow** successfully weathered Hurricane Dennis in late August in a 19 foot ketch he was sailing from Connecticut. Bill left New Haven on August 13 when it appeared unlikely that Dennis would turn north. Seven days out Dennis did turn and caught Snow who threw out a sea anchor off the bow and hove to for two days. He said, "*We were like a cork bobbing in the water.*" Although he had battened down as much as possible, stowed the engine, self-steering and wind vane, and sealed the hatches and ports with tape he still suffered some damage. His sextants and RDF were wet, the mirrors in the sextants clouding over, and the RDF battery failed. A 12 volt car battery aboard electrified the cabin cushions so he could not sit on them without getting a shock. Seasickness was also a problem. When Dennis finally passed over, Bill wired the car battery to the RDF and found Bermuda. His troubles were not over, however. Within 10 miles of his destination, Snow and *NORTHERN LIGHT* were becalmed for three days. Two fishing boats finally came upon him and told him Harbour Radio had warned all craft to be on the lookout. Only then did Snow learn that his father was anxiously awaiting news of his missing son in Bermuda. Bill got his engine going and finally made Somers Wharf.

In reflection, Snow said, "*I wanted to sail it singlehanded around the world, but I'm kind of happy with this trip to Bermuda now. It's not that I'm scared after this hurricane experience, but I'm satisfied with what I did. I feel I have accomplished something.*" The 25 year old Parker ketch is reportedly up for sale. Bill's father commented, "*At least it's hurricane tested,*" and Bill stated, "*Yes, now I know after my trip here that someone will be getting a good deal.*"

# Bob Torriero

From New York, **Bob Torriero** writes: This summer was a complete bust -- both personally and in terms of my plans regarding information for *The Spray*. I got away OK but exactly at the wrong time and injured my back severely while in Block Island. My next stop was to have been Newport, Rhode Island to interview and get details of and from the participants in the '81 **Two Star**. Well, I never made Newport. What I did make was a bed where I laid flat for over three weeks. Finally when I was able to stand up and move around it was only gingerly.

I can tell you that **Jean Lacombe** did finish the "Two Star" with his friend **Toni Austen** as crew. *YANG*, the vessel which Jean designed and then almost singlehandedly built (see *The Spray*, Vol. XXIV-1, pg. 8, 9) under considerable hardship because of lack of funds, held up well crossing to and from. The boat is built in C-Flex. Jean, if he can get a manufacturer to see the light, has a design which, if mass produced, would afford many people the opportunity to do extensive cruising in safety and relatively roomy comfort.

For a long time I have wanted to do an in-depth study of individuals who "sail long distances in small boats". The purpose would be to try to delineate factors in family, education and psychology which may be peculiar to such people. To try to isolate factors which make for the kind of individualism, motivation, development of skills and capacities, necessary to sail a small boat over oceans. If such factors could be delineated, they may be of interest to our ideas about parenting and educating our young. My own conviction is that our society could gain much by producing more, rather than less of this type of individualism.

What is needed now is contact with people who are sailing long distances in small boats alone or with a crewmember. My thought is that the singlehander should be in about a 35 ft. or smaller vessel and two people in a boat 40 ft. or smaller. This, though, would not be the most important consideration. For anyone interested in exploring the possibility of participating in the study, I would like to know: 1) their life history with particular focus on family interaction; 2) school and social history including interaction with people who are significant other than family; and 3) I would like to have them take psychological tests, both intelligence and projective.

Of course, this will all be strictly confidential.

Anyone interested in writing to me about this study should write to me at: 1326 Madison Avenue; New York, NY, 10028, USA or call me at (212) 427-3574.



# Charlie Glass

Every year **Charlie Glass**, our London correspondent, sends us hundreds of articles relating to various aspects of long distance passages. Clipped from various newspapers, they sometimes are included directly in the next issue of *The Spray* and sometimes filed away carefully awaiting the completion of a voyage. In late 1980 **Fons Oerlemens** and **Margeretha Arens** announced they would motor from Falmouth, England across the Atlantic in *SEAVIEW*, a converted factory boiler. Ho Hum. There was nothing to distinguish that brief article from the many other such announcements about people who were planning to sail/motor across an ocean in a bathtub or some other unusual craft. The keels of most such vessels never get wet. After a brief flurry of notoriety, the chap returns to work and the world forgets yet another stupid idea, the tiny clipping entombed in our files.

Not so with Fons and Margeretha and their crew of three. They actually did leave Falmouth in October, 1980 in their 35 ft. craft which was powered by a 145 h.p. diesel engine. Four thousand miles and six months later they steamed into Barbados to the consternation of senior harbor pilot Captain Clarence Cook.

So now perhaps our historian, **Nobby Clark**, will have to start a new category in his array of "firsts" first to cross an ocean in a converted boiler. We're still waiting for the bathtub to arrive.

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# Konrad Eriksen

Early 1981 has been a busy time for **Konrad Eriksen**, the Slocum Society's correspondent in Cape Town, South Africa. A large number of yachts called at Table Bay Harbour and passed on some interesting anecdotes.

*KYERI*, a 40 foot wood Hinckley-Owens cutter built in Maine in 1956 and skippered by **Herb Spencer** arrived early in January. Herb noted, "My wife, **Mary Louise**, and I left Boston September 1978 via Panama Canal, San Francisco, and Hawaii (as noted in *The Spray*, December, 1979). Since then we have visited Suvarov, Fiji, Tonga, and New Zealand (where we had some excellent boat work done on *KYERI* at Opua in the Bay Of Islands). Then on to New Caledonia, New Hebrides, New Guinea, northern Australia, New Guinea, Bali, Christmas Island, Cocos Keeling, Mauritius, Reunion and most of the South African ports between Durban and Cape Town, where we have enjoyed much friendly hospitality. We leave soon for St. Helena, the Caribbean, Bermuda, and home by June of '81 in time to enjoy some sailing in Maine this summer!"

**Harald F. W. Holzer** of *ROSI II*, a 22 foot fiberglass sloop built in Holland in 1966, had a few thoughts on singlehanding. The Bremen, Germany, skipper noted, "Normal east to west singlehanded circumnavigation if I manage to tie the knot on my next leg in

*the North Atlantic. (If 'cause I was rolled over 360° and dismasted on the Agulhas Bank). I take special interest in the Slocum Society because lately you meet 'sailors' who try to eliminate singlehanded sailing. My opinion: a person who has not spent one month alone at sea has never really seen it."* (See page 18).

**Arturo F. Acevedo** of Buenos Aires sailed his Argentinian-built, 16.7 meter, aluminum, ketch across the South Atlantic to Cape Town. "We left Buenos Aires December 27th, 1980. During the 25 days it took us to reach Cape Town except for a fresh gale that lasted 8 hours we had very good weather. The wind except for five days blew from SE to NE at an average of 7 to 15 knots. From Buenos Aires to the island of Gough we sailed an average of 165 miles per day. Getting near the coast of Africa we had very little wind and from the East. The supplies and fuel left were enough for another 30 days as planned."

The 43 foot ferrocement cutter *USIKUSIKU* passed through Cape Town in February on her way to St. Helena. Their Zimbabwean owners, **Peter and Liz Fordred**, are both paralyzed from the waist down. The 27 years old couple reached St. Helena 19 days after leaving Cape Town and then headed for Ascension Island. They arrived there in just over 7 days. Liz Fordred, in a radiotelephone call to the *Cape Times*, reported they had experienced good tradewind conditions and had no problems with the boat or rig, which is designed so that all tasks can be accomplished from the cockpit. The Fordreds spent two pleasant weeks on St. Helena: "People were very kind and helpful, and we were able to see right round the island, in various forms of transport." The couple worked in Cape Town for two years to earn enough money to finance their Atlantic crossing. They averaged 120 nautical miles a day "till the last three days when the wind dropped and our average went down to 60 to 70 miles a day." From Ascension the Fordreds plan to cross to Natal and wait there for the hurricane season to pass in the Caribbean. They hope to be in Trinidad by October. The Fordreds said before leaving Cape Town that they hoped to give some inspiration to other paraplegics where ever they went and to show that "it's not the end of the world" if one becomes a wheelchair case. The Fordreds also said they might consider a circumnavigation if their transatlantic voyage was successful. (See page 27).

**Guy Beach** of San Francisco, on the 47 foot trimaran *MORTAIL*, remarked, "Been sailing since October of 1973 with the exception of two years spent in Florida. Have had over 50 crew members. Some staying as long as 1½ years. Sailed down the West Coast of North America. Through the Panama Canal to Colombia, Jamaica, Haiti, the Bahamas, Florida, crossed the Gulf of Mexico to Brownsville, Texas, Tampico, Jamaica, Panama, Galapagos, Marquesas, Tahiti, Samoas, Tonga, Fiji, New Zealand, back to Fiji, New Hebrides, Mooloolaba, Australia. The Barrier Reef, Darwin, Christmas Island, Cocos Keeling Island, Mauritius, Reunion, and Durban, South Africa. It has been great."

**LORD JIM**, an 85 foot Alden topsail schooner skippered by **Captain Holger Kreuzkage** of San Francisco, called in February. The vessel was built in Boston in 1938. Her owner stated, "We are circumnavigating and will have completed the first time

around in April 1981 with our return to Antigua. A second circumnavigation is planned, for which we will rig a 45 foot yardarm on the foremast. Durban-Capetown was some of the most interesting sailing with changes from total calm to howling gales and fogs (which we had not seen since leaving San Francisco) -- all packed in a short week."

**A.M. Kimberly**, skipper of *ROMANCE*, a 115 foot brigantine built in Denmark in 1936, noted he was on his second circumnavigation. He started from Los Angeles, went down the west coast of Mexico, and then across the Pacific, stopping at many island groups. Then across the Indian Ocean to Durban and Cape Town. Kimberly was to leave for an eventual landfall in the Caribbean in February. He noted they had left *ROMANCE*'s home port of St. Thomas in June of 1978.

**Don Moesly** in his 38 foot ketch *SVEA* stopped in Cape Town in February en route to his circumnavigation. The Moeslys left Fort Lauderdale in their Danish built vessel (1946) in 1976. They transited the Panama Canal, sailed across the Pacific and Indian Oceans and plan to return to Fort Lauderdale. They spent quite some time in the island groups of the southwest Pacific.

**E. Schlumberger** in *HERE MOANA TEA*, a 13.35 meter fiberglass ketch left Toulon, France, in 1976, crossed the Atlantic, transited the Panama Canal, and sailed the South Pacific where they spent much time in the Tuamotos and the island groups of the Southwest. He is headed for St. Helena and thence home to France.

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**John Robertson** in the Swan 48 *VEMON*, out of Bigfork, Montana, noted, "2½ year circumnavigation starting at Palm Beach, Florida, with stops at the Caribbean, Panama, San Diego, Hawaii, Tahiti, Samoa, Tonga, Fiji, New Zealand, Australia, Cocos, and South Africa. Hopefully we will be back in Palm Beach in April, 1981. Going to Europe and the Med as soon as possible. Sailing is our opiate and we are all hopelessly addicted."

*LE VOYAGEUR*, a stock Catalina 27 out of Lahaina, Maui, and skippered by **Sam Craig** called in January. Sam commented, "Left Long Beach, California, in July, 1978, for Hawaii. May 5th left Hawaii for Palmyra Island then to American Samoa, Tonga, Fiji, Brisbane, Australia, and Mooloolaba. Met a fair dinkum Aussie lass and set off up the Barrier Reef -- then to Cocos Keeling, Mauritius, Reunion, and Durban, South Africa. Married my mate in Knysna before proceeding to Cape Town."

**Y. Tateishi** left Yokohama, Japan, in the 31 foot *RAKU RAKU* and touched at Guam, Darwin, Christmas Island, Cocos Keeling, Mauritius, Reunion, Durban, East London, and Cape Town. He plans to complete his circumnavigation by way of St. Helena, Brazil, the West Indies, U.S.A., Panama, the South Pacific, Sydney, and back to Japan.

*SUMMER WIND*, a 43 foot cutter built in Costa Mesa, California in 1970, sailed in under **Robert Rolfe** of Seattle. Rolfe cruised the west coast of North America, down to

Mexico, across to the Marquesas and points west before sitting out the hurricane season in New Zealand. After touching at various points in the Melanesias and back to Australia he sailed across the Indian Ocean to Cape Town.

**Yves Baulac**, sailing his homebuilt, double chine, steel sloop *SHIELDAIG*, noted he had a good passage from South America and South Georgia Island. The 9.60 meter vessel was finished in Paris in 1976 and Baulac is heading for Durban.

**Hal Andersen**, on board the 40 foot ferroceement *SANS SOUCI* out of Halifax, Nova Scotia, reported a SW gale south of Port Elizabeth during which they made 836 miles in 8 days, 21 hours. They were becalmed for 47 hours and motorsailed for a total of 23 hours. They also experienced rain and overcast for four days.

**Klaus Gehrig's** *SEA HELEN* from Vancouver, British Columbia, sailed down the west coast of North America to San Diego in June of 1977 and then across the Pacific to Australia. Time was spent in New Zealand and New Caledonia before sailing back to Australia and the Great Barrier Reef. He then crossed the Indian Ocean to Cape Town. *SEA HELEN* is a 30 foot steel schooner, a John Atkins "*Little Maide of Kent*" hard chine design.

*SOLEYON*, an Endurance 35 ferroceement cutter sailed by **Issac** and **Jeanette Williamson**, spent two years cruising the east coast of Australia before departing Darwin for points west. After Cape Town the Williamsons are looking to a crossing of the Atlantic to Brazil, north to the Caribbean and perhaps Tampa Bay, Florida (Issac's hometown), eventually they will sail back across the Pacific to Australia.

12

**John Gardiner** on *HORNPIPE*, left Sydney on May 13th for a trip around the world via South Africa, the Med, and Panama. He said, "*No problems so far, just enjoying life and the company of other cruising people.*" *HORNPIPE* is a 45 foot center cockpit, Joe Adams design steel cutter built in Brisbane in 1974.

*SASSOMORO*, an Endurance 40 ferroceement schooner, arrived in Cape Town skippered by **Walter Zocchi** of Lavagna, Italy. He left Italy in March of 1979, sailed the eastern Med and then through the Red Sea to Djibouti, the Maldives, Sri Lanka, Chagos, and Rodriguez. Zocchi also touched in Mauritius, Reunion, the Seychelles, and Mayotte before landing in Durban in November of 1980.

*CAPRICORNUS* was built in Stavanger, Norway, by her owners **Arild Tvent**, **Steffan Tunge**, and **Arne Enoksen**. The 47 foot gaff ketch Colin Archer design was launched in June of 1977. The co-skippers plan to circumnavigate in four years. They left Europe for the West Indies, down the east coast of South America, rounded Cape Horn and sailed up the Chilean Channels and then out into the Pacific to Polynesia. At this point they headed north to Taiwan and then down to Hong Kong before touching in the Philippines, Singapore, Malaysia, Thailand, Sri Lanka, Chagos, Mauritius, and South Africa. Now it is back to Brazil and the West Indies and finally home to Norway in July of 1981.



The Swiss couple **Alicia** and **Roger Ganty**, aboard *QUETZAL*, a Cape Nord ketch of 10.60 meters are circumnavigating from east to west via the Panama Canal, the Pacific, and the Indian Oceans. They report a three day period spent on a reef in New Guinea.

*SARA III* left Sweden in 1976, sailed through the Panama Canal and across the Pacific to Australia, and then to the Solomons, Papua New Guinea, Indonesia, and across the Indian Ocean to Durban. The skipper, **B.C. Fredriksson**, is from Stockholm and is heading his 28 foot sloop for Brazil.

**Richard Roderick's** *WALU*, a 48 foot ferrocement yawl, left Sidney in 1974. Rodericks sailed the South Pacific, Southeast Asia, and the Indian Ocean, and chartered in the Seychelles for three years before heading back to Sidney "*in a hurry (at last)*" by way of the Caribbean and the South Pacific.

**I.H. French** in the 27 foot sloop *POMONA* left England in 1978 and sailed the West Indies, Panama, New Zealand, Australia, and the Indian Ocean islands to Durban and Cape Town. He plans to return to England via the West Indies and hopes to arrive home in August of 1981.

**R.W. Guild** of *SKY LARK*, a 43 foot ferrocement gaff cutter out of Durban reported 18 days out of Durban, two storms, and headwinds. Otherwise, both the boat and the crew are in good order.

**Steiner Larsen** is sailing his 30 foot *SANTOSHA* from Brisbane to Norway by way of the Indian Ocean, South Africa, Brazil, the West Indies, Ireland, Scotland and finally home.

The 35 foot sloop *GHOST* sailed by **Captain Sommerfeld** left Germany in June of 1976 and has cruised the Atlantic, Pacific, and Indian Oceans on its way back home.

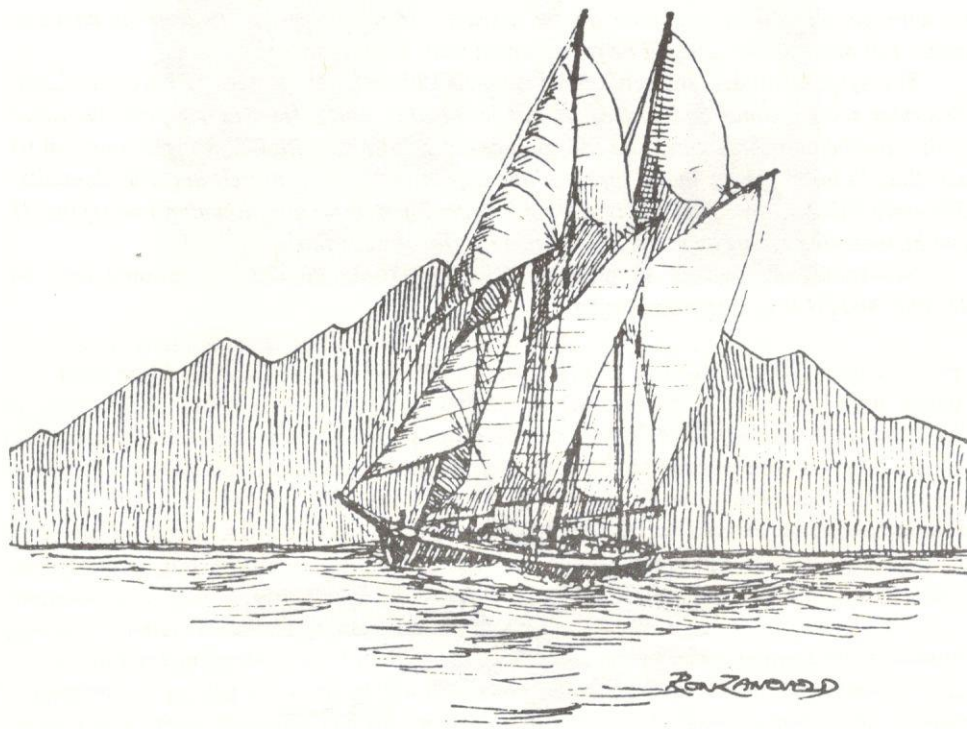
*MOTU NUI*, skippered by **M. Lipous**, was built in Marseille in 1973. The 35 foot "*Atlas*" steel ketch is in the process of a circumnavigation by the westerly route.

**William Marden** in *FANCY FREE*, a 51 foot ketch built in Taiwan, reports the standard "*good days and bad days.*"

*TIDE*, a Bruce Roberts 53 ketch of steel construction, made its maiden voyage under its skipper **E. deVilliers Tidmarsh** from Durban to Cape Town. The first leg of his circumnavigation started in March of 1981.

**Peter Jacobs' ACE OF HEARTS**, a Montevideo 43, sailed from Cape Town with a crew of four bound for St. Helena and Rio de Janeiro.

Other skippers calling at Cape Town included **Peter Stevenson**, *KNYSNA*, an Endurance 37 bound for St. Helena; **D. Papazov** of *TIVIA*, a Bulgarian heading for St. Helena on his 13.60 meter boat; *HARMONY*, a 11.20 meter cutter skippered by **T.C. Chapple** of Durban on his way out for a circumnavigation; **Howard Alexander**, *CRESCENDO*, a 39 foot ferroceement vessel heading for Bahia on the first leg of a proposed circumnavigation; and **Aleixo Belou** on *TRES MARIAS*, a 36 foot fiberglass cutter from Salvador, Brazil, on a singlehanded circumnavigation which sees him on his last leg.



# The Voyages

## Singlehanded Voyages

### Paul Rodgers

**Paul Rodgers**, in his 55 foot schooner *THE SPIRIT OF PENTAX*, is readying himself and his ship to double circumnavigate the globe. The 36 year old director of a hair transplant clinic intends to sail the whole distance without making port and assumes a voyage of some 50,000 miles.

Rodgers said of his 13 ton, steel framed, wooden planked vessel, *"The boat is built for speed. It's a racing machine. This is not a pleasure cruise and the boat is not built for comfort but down-wind racing so its very spartan. Her first voyage was the ill-fated Fastnet race but I don't think this is a bad omen. If it can survive that, it can survive anything. This is something I've been planning for years and I'm getting quite a following. I'm not afraid of being alone for so long. I can't understand these people who can't bear to be alone. I'm not a gregarious person but I like company. It's just that I don't crave to be with people. I'll be occupied on the voyage. At the moment I'm learning amateur radio. But most of the time I'll be preoccupied with keeping the boat going."*

15

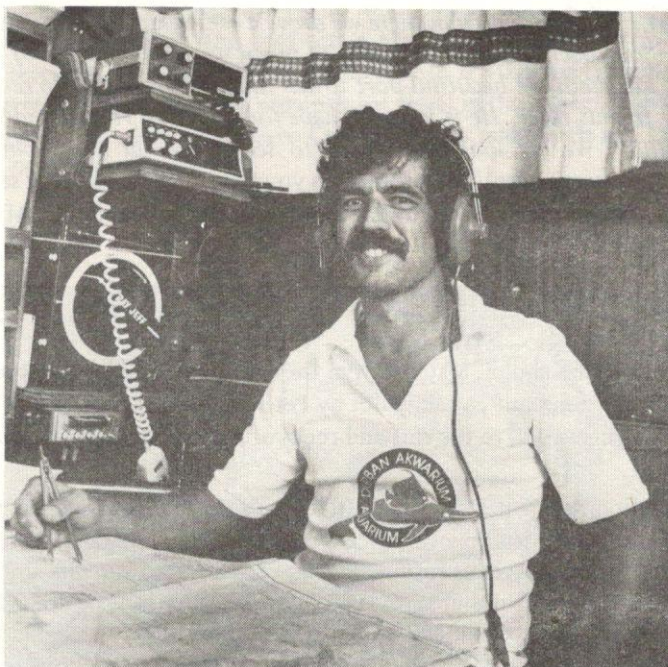
The skipper models himself on **Sir Francis Chicester**. He stated, *"I have met Lady Chicester several times and looked at her husband's charts. He was a superb navigator with a mathematician's mind and the courage to go through with it."* Rodgers went on to say that *"I'm trying to make sure nothing can interfere with myself and the elements. The only thing I can't plan for is getting fatigue. There is no question about worrying. It can be worrying taking an attractive woman out for the evening."*

For those who believe in omens, *THE SPIRIT OF PENTAX* is moored next to *GYPSY MOTH II* in Brighton Marina.



# Patrick Childress

You can breath a sigh of relief. **Patrick Childress** has arrived safely in Cape Town in his 27 ft. *JUGGERNAUT*. He reached port in mid September, 1981. (See *The Spray*, Vol. XXIII-2, pg. 22; Vol. XXIV-1, pg. 14; and Vol. XXIV-2, pgs. 17-8, 60-2 for the details of his voyage from the Caribbean to Australia.)



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The crossing? A letter to the society said, in part:

*After much difficult sailing (calm to 50 knot winds) JUGGERNAUT rounded Cape of Good Hope and is now sitting comfortably in Cape Town at the Royal Cape Yacht Club. Konrad Eriksen and other Slocum Society members are giving me the royal treatment, making this one of the most pleasant stops on the circumnavigation.*

The Indian Ocean crossing took Patrick 53 days, Darwin, Australia to Durban, Republic of South Africa. Sixty nautical miles to the east of Durban he encountered a very baffling and erratic variety of weather/sea conditions -- flat calm to gales which changed faster than anything he had encountered so far on the trip. The seas reared up to produce 3 meter waves which threw his boat around like a cork.

From Durban he sailed to Port Elizabeth where he agreed to participate in a plankton "experiment" on the next leg of his trip, the passage to Cape Town. His work for the University of Port Elizabeth involved recovery and eating of plankton during the 4-5 day trip.

Between Port Elizabeth and Cape Town he had to motor around both Cape Agulhas and Cape of Good Hope, however soon after rounding the famed cape, he ran into 45 knot winds which forced him around the cape again before he finally made port.

A late note from **Kay Childress**, noted that **Patrick** had planned to leave Cape Town on November 3 but had to postpone his departure because of contrary winds, planning to be underway for St. Helena by mid-November. She goes on to say: "*We had a most interesting and wonderful visit with Patrick in South Africa. When we were there he was anchored at Port Elizabeth and from there we drove a rented car to Cape Town and back by way of the "out back". The countryside in many ways reminds me of Texas. Cape Town and Port Elizabeth are beautiful port towns that we would like to re-visit. Patrick has made many friends there. He is in good shape for his return voyage and his boat is in excellent condition. We are looking forward to seeing him in St. Thomas when he completes his circumnavigation.*" In response to your editor's request, Kay sent along the adjacent photograph of Patrick, taken by the newspaper in Durban, South Africa.

## Peter Bird

17 The latest drink in Kahului, Maui, Hawaii these days is "Bird on the Rocks". That is considered funny by some but certainly not by **Peter Bird** who lost his *BRITTANIA II*, a 35 ft. Uffa Fox rowing vessel, to the surf and rocks off of that small, Hawaiian seaport on February 25, 1981.

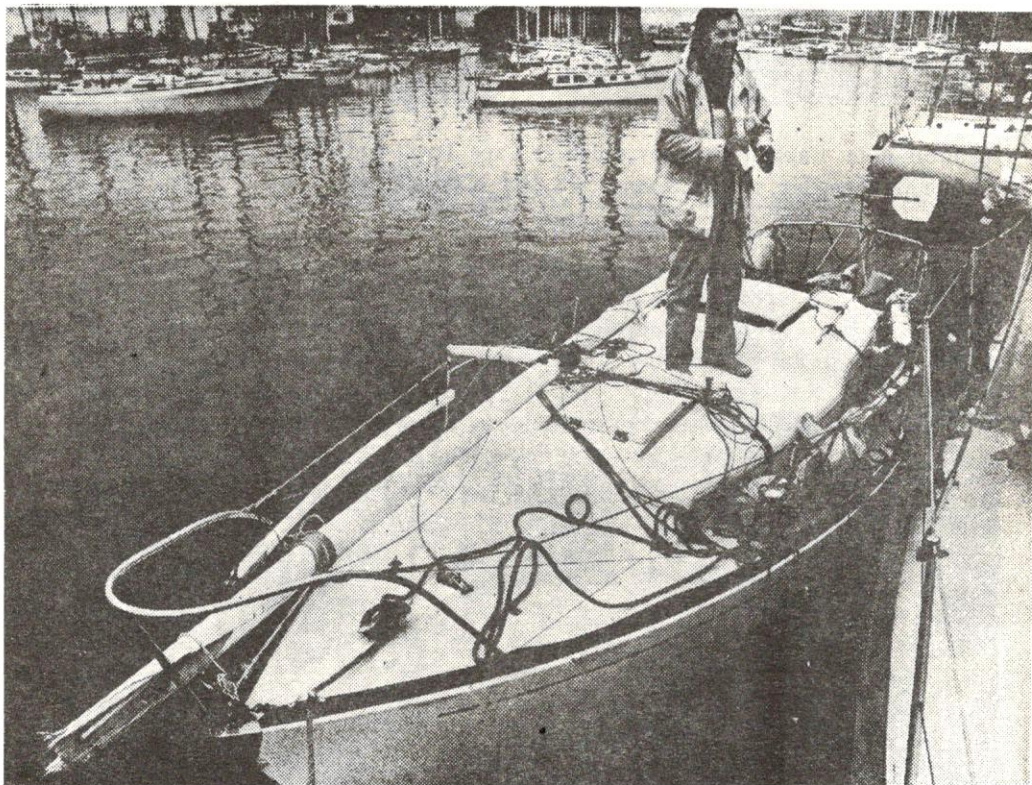
He left San Francisco on October 1, 1980 on an attempt to be the first to row singlehanded the 8500 nautical miles between California and Australia. He headed down the Mexican coast where his vessel suffered damage to the radio antenna and hatches. He departed Baja, Mexico on November 6, 1980 and reached Hawaii after 106 days of rowing. During an attempt to land at Kahului to repair his tiller, which had been broken three weeks earlier, his vessel was caught in the surf and smashed beyond repair on the rocks lining the coastline. The last word received by the society was that he has commissioned a new vessel from a Honolulu builder.

Peter Bird is no stranger to the ordeal of a long distance passage under oars. In 1974 he and **Derek King** set out to row around the world in *BRITTANIA II* but quit after 103 days of battling mountainous seas and trecherous gales. They crossed the Atlantic from England to the Caribbean Island of St. Lucia before they abandoned the voyage. But that wasn't the last of their troubles. They shipped their vessel back to England on board the banana boat, *M.V. GEESTCREST* and then booked passage for themselves through the giant tour operator Court Line. Their flight was grounded twice for repairs before they took off, as it turned out for the last time as Court Line collapsed into bankruptcy shortly thereafter.

*BRITTANIA II* is the same vessel used by **John Fairfax** and **Sylvia Cook** to row across the Pacific in 1972. Upon landing at St. Lucia, the *BRITTANNIA II* became the first boat to be rowed across two oceans (right, Nobby?) (See the Spray Vol. XVIII 2, Page 47).

## Harald Kolzer

Harald Kolzer, a 34 year old West German industrial economist, was towed into Cape Town by the NSRI salvage tug *JOHN ROSS* after his seven meter sloop *ROSIE II* pitchpoled off Cape Hangklip in January of 1981. Kolzer was on his way from Durban to Cape Town when he was caught in a storm. He related, *"The storm started brewing on Saturday and I was asleep in my bunk the next night when the boat was suddenly lifted up by a giant wave and cartwheeled."* The following morning Kolzer was able to take a bearing on Table Mountain and sent out a Mayday. The *JOHN ROSS* left within 20 minutes of receiving the radio call and found *ROSIE II* 10 hours later. Kolzer was shaken by the experience but went about repairing his vessel in the expectation of continuing his circumnavigation. He planned to leave Cape Town by mid-March and said, *"I would like to be home in time for summer."*



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*ROUND-THE-WORLD* sailor Harald Kolzer is thankful to be alive in Cape Town after surviving a pitch-poling in his tiny yacht off Cape Hangklip.

# Georgi Georgiev

The society recently received from **Tinko Triffonov** of Varna, Bulgaria a detailed account of the singlehanded circumnavigation of **Georgi Georgiev**, the first Bulgarian to sail solo around the world.

Here is Tinko's letter, edited slightly for gramatical purposes:

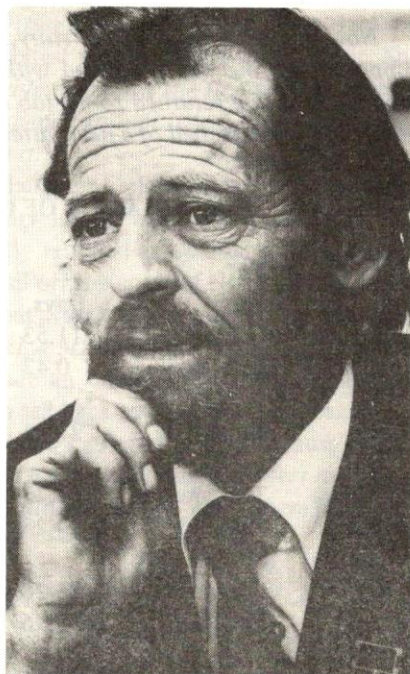
*I hope that you will be interested to learn the details about another singlehanded circumnavigation under sail, that of Georgi Georgiev. According to D.H. Clarke, the author of An Evolution of Singlehanders and an editor of the sailing portions of The Guinness Book of Records, Georgi has achieved the fastest (in time) solo circumnavigation with a monohull. This record, as Nobby Clark assured me, will be published in the 1981-2 edition of that famous book.*

*Now, here are some details. Georgi Georgiev was a professional seaman. Before he started his voyage he was a first mate of a Bulgarian container ship. He entered with his boat COR CAROLI in the fifth Observer Singlehanded Trans-Atlantic Race in 1976 when he was 46. He finished the race, which had 125 participants, in 37th position overall and 24th in the Jester class, crossing the stormy North Atlantic in 36 days, 1 hour, and 50 minutes. This is not significant until you realize that he did not have a self-steering vane and he had to hand steer the whole way!*

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(Editors note: Captain Georgiev called at Cape Town and **Konrad Eriksen** visited him before his departure, see *The Spray* 1978, Vol. XXII, pg. 10.)





*Here are some details about his boat. She was a monohull, Bermudian sloop designed by Dick Carter of the US, and built of fibreglass in Poland under license of Carter. She was a production boat known as the Carter 30 and is still popular in Europe. The main data are: LOA 9.07 m (29 ft. 9 in.); LWL 7.77 m (25 ft. 6 in.); Beam 3.08 m (10 ft. 2 in.); Draught 1.52 m (5 ft.); ballast keel 1360 kg. (1½ tons); Sail area 55 sq. m (592 sq. ft.). She was not particularly rebuilt or re-rigged for the voyage apart from equipping her with a "Navik-Plastimo" self steering gear.*

*Georgi began his sailing practice at the age of 10 and developed a deep emotion for sailing -- alone or with a crew. He was Bulgaria's champion in several dinghy classes. He fell in love with the sea, like so many of his predecessors, especially the greatest of them, Joshua Slocum. In fact, Slocum's book was one of his most loved books and it made the voyage with him.*

*From Newport R.I., the finishing point of **OSTAR**, Georgi moved to New York city where he had a rest and started preparations for the voyage around the world. Later on he moved to Havana, Cuba, via Miami. He chose Havana as the starting and finishing point of his voyage.*

*Georgi left Havana on 20 December 1976 and sailed to Panama. In the adjoining table are shown the distances covered by him as he extracted them from his log upon his return to Havana.*

*Georgi returned to Havana exactly one year to the very day from his departure, 20 December 1977.*



*Now, to tell the end of the story. After Georgi came back to Bulgaria (his boat was shipped home) he was decorated with the highest award of the state and proclaimed a national hero. He returned to his job as a professional seaman and became captain of a salvage tugboat. He died of a heart attack at the age of 50 on 13 May, 1980.*

#### THE CIRCUMNAVIGATION OF GEORGI GEORGIEV Dec. 1976 to Dec. 1977

From Port	To Port	Days	Avg. Speed	N.M.	Remarks
Havana	Cristobal, CZ	11.53	3.72	1030	Departed 20 Dec. 1976.
Cristobal	Balboa	0.42	3.97	40	With crew of 4 as required by canal authorities.
Balboa	Nuku Hiva	27.44	6.03	3793	Best noon to noon passage, 200 nm.
Nuku Hiva	Tongareva Is.	11.23	4.01	1080	
Tongareva	Suva	19.23	3.47	1600	Met hurricane "Norman", severe gales, mast damaged.
Suva	Darwin	23.28	5.35	3000	Via Torres Str.
Darwin	Elizabeth	53.96	4.73	6130	Crossed Indian Ocean during winter season.
21 Elizabeth	Mossel Bay	2.21	3.54	188	Severe gales, abnormal waves, near capsized.
Mossel Bay	Cape Town	2.17	4.92	256	Rounded Cape Agulhas & Cape of Good Hope.
Cape Town	Havana	50.33	5.91	7138	Arrived 20 Dec. 1977.
<b>TOTALS</b>		<b>201.90</b>	<b>5.04</b>	<b>24435</b>	

*Note: Average noon to noon passage was 121.03 n.m.*

*Average speed was 5.04 knots.*

## Carl Jackson

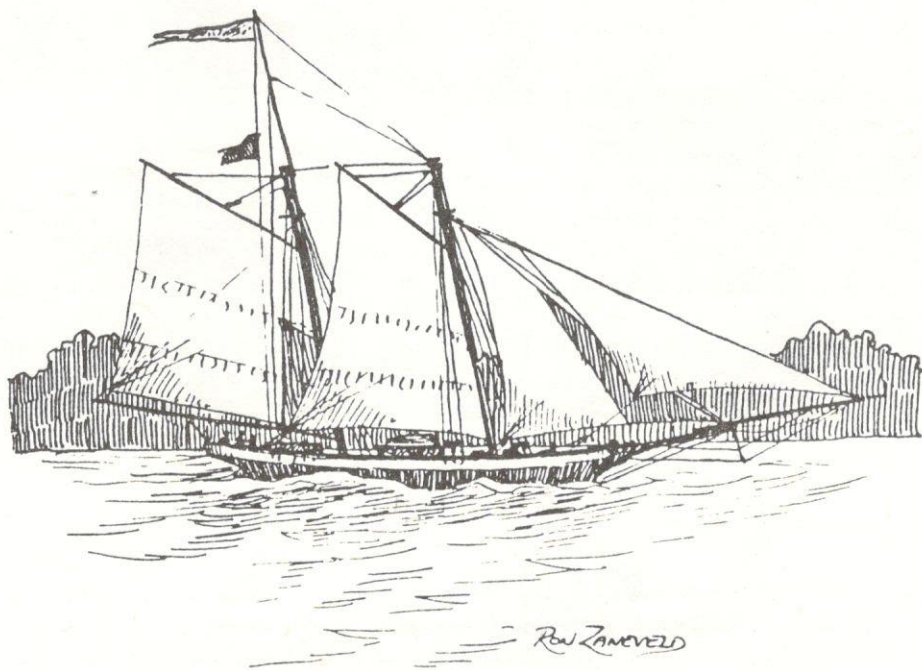
Heidi Meeker who used to be editor of *The Spray* reports that **Carl Jackson**, former Dean of Indiana University libraries disappeared off the coast of Spain sometime in May of 1981. Jackson's boat, a 30 foot ketch, was found off the northern coast about a mile off shore and in 30 feet of water. Pieces of the *CARLA MIA* were found along the beach and this initiated the search for the vessel itself and its skipper.

Jackson has singlehanded the *Allied Seawind* across the Atlantic in 1978 and had experienced some difficulties but weathered them and was looking forward to his solo voyage from Oban, Scotland, to the United States via the Canaries. His wife Elizabeth had spoken to him as recently as April 10. She said "*We talked by phone. He said he would leave Scotland the next day. He was in good spirits, and said that everything was ready to*

go, that things were looking up and that he was getting anxious to be off." Mrs. Jackson was concerned but confident about her husband's latest venture across the Atlantic. She commented, "I was concerned because of the troubles he'd had the first time he crossed it. After hearing him tell of all the things that happened to him it was only natural that I'd be concerned. But I still believed that he'd make it."

The *CARLA MIA*, named after the Jackson's daughter Carla Ann, left Oban on April 16. He was to skirt Ireland and Spain to the Canary Islands and then across to Florida where he would meet his wife. Jackson had recently resigned as Dean and had hoped to take an early retirement to live near Boston and sail off the coast of New England where he was born and raised. He very nearly sold the boat after his first Atlantic crossing took 61 days, twice what he had planned on. The *CARLA MIA* was laid up in Scotland and was damaged during a gale and Jackson had made an unscheduled trip to assess the damages and arrange for repairs. He then decided to sail back to the United States.

Elizabeth Jackson holds out hope for her husband's survival in part because neither he nor his dinghy have been found. She said, "He's a good sailer and a perfect navigator. Every time I hear the phone ring I think it's Carl. Until we hear different there is nothing to do but sit and wait." (See page 1)

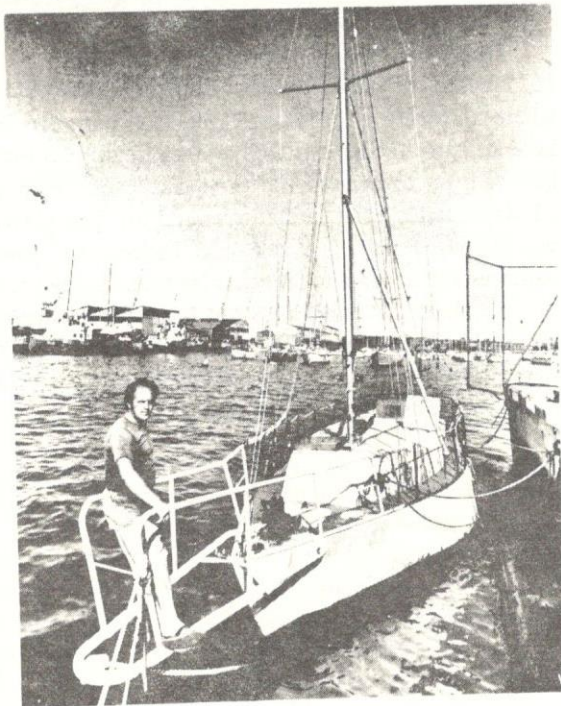


# Horst Timmreck

A brief mention in the South African Digest told of the return to Cape Town of singlehanded circumnavigator **Horst Timmreck**, onboard his *BRIGITTE*. **Konrad Eriksen** had visited with him prior to his voyage on November 20, 1978. (See *The Spray*, Vol. XXIII-1, pg. 10), noting at that time that Horst sailed without an engine and electricity and used only a compass, chronometer and sextant for navigation.

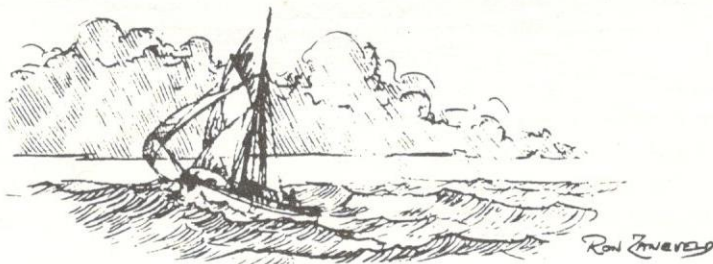
From Cape Town Horst set out for a singlehanded, non-stop circumnavigation via Cape Leuwin, Cape Horn, and back to Cape of Good Hope. If he also sailed south of South East Cape on the island of Tasmania, Australia, and South Cape on Stewart Island, New Zealand, then he has joined a very select group of mariners. The only others to have completed a singlehanded circumnavigation south of the five major capes were: **Bernard Moitessier**, **Nigel Tetley**, **Chris Baranowski**, **Bill King** and **Naomi James**.

If anyone has further information on this or can put us in touch with Captain Timmreck, who now is carrying cargo from Brazil via St. Helena (on *BRIGITTE*?) to Cape Town, we would appreciate hearing from you.



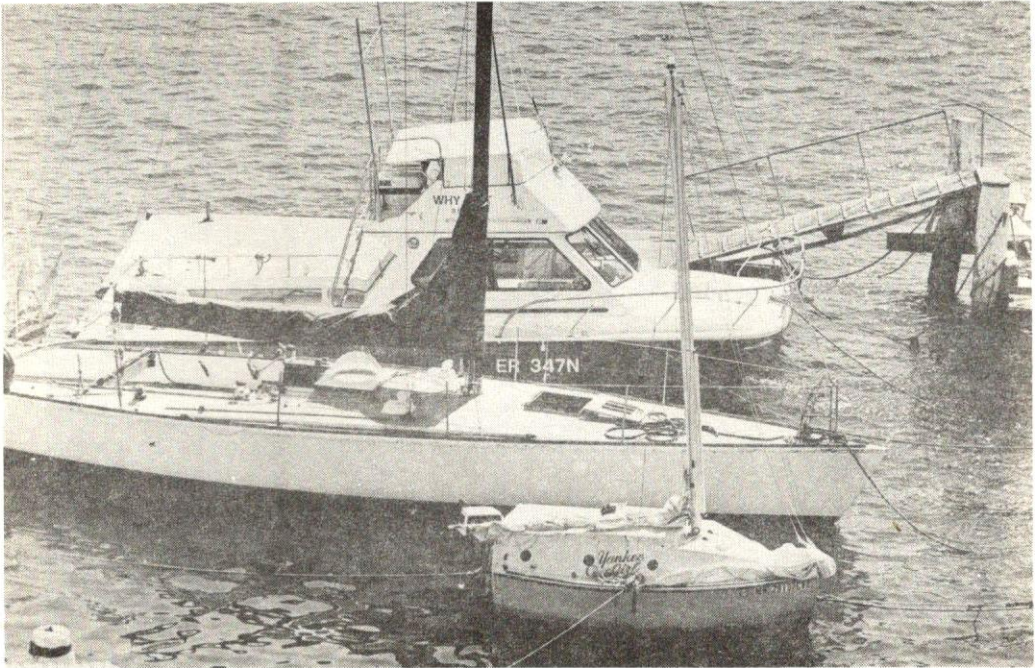
Round-the-world single-handed yachtsman Horst Timmreck, 45, on board his 9,5-metre steel sloop *Brigitte* in Table Bay harbour

The Cape Times



# Gerry Spiess

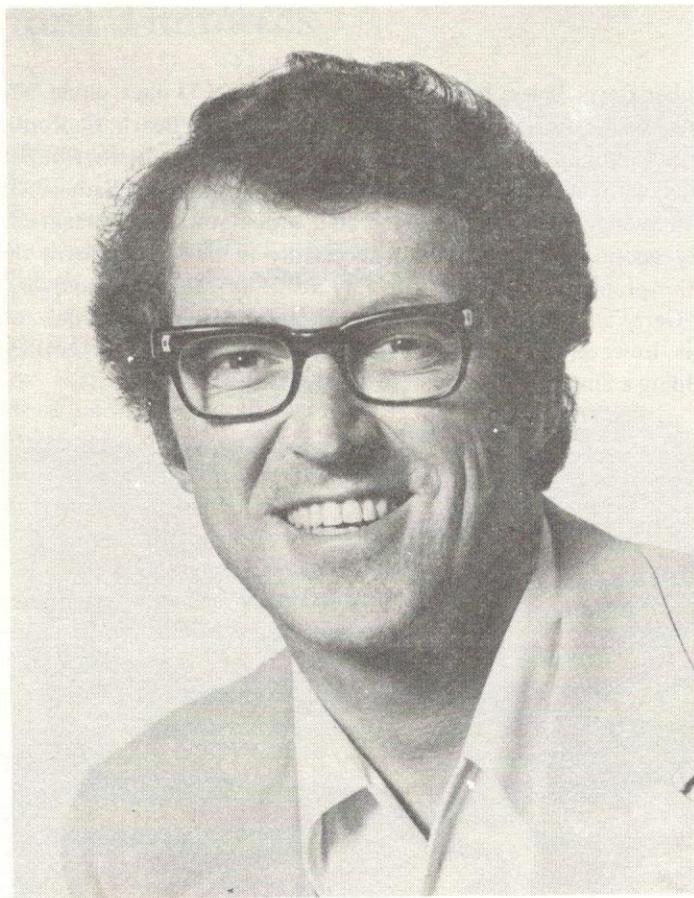
Slocum Society member **Gerry Spiess** has crossed the Pacific in 153 days, alone, and in *YANKEE GIRL*, a boat smaller than a Volkswagen. Departing Long Beach, California on June first, he sailed to Honolulu, Hawaii. He departed there on August first bound towards Sydney, Australia with a planned stop in Pago Pago, American Samoa. On October 31st, he arrived in Sydney and promptly celebrated with a bowl of ice cream and a kiss from his patiently waiting wife, Sally, not necessarily in that order. With the exception of seeing to the problem of stuffing the tiny vessel in the cargo hold of a transpacific jumbo jet, Gerry's problems were over. Those of **Gunter Woyde**, our representative in Australia, however, were just to begin. Here is Gunter's report, entitled "The Difficult Job of Finding a Singlehanded Sailor in a Large City."



Tiny *YANKEE GIRL* moored in Sydney harbor. Photo by Guenter Woyde.

*Phase I: During the summer, accounts appeared on T.V. of YANKEE GIRL leaving various Pacific Ocean ports.*

*Phase II: YANKEE GIRL is sighted off the Australian coast. Her intended arrival is reported in the newspapers for Sunday, November 1. Alas, while I was busy with my affairs, YANKEE GIRL slipped in early on Saturday, October 31st. No one knew where she moored. After ringing a number of well known yacht clubs, I found out that it was*



Gerry Spiess, record holder on two oceans.

*actually at the historic Royal Sydney Yacht Squadron. At last I knew where the yacht was but my only link with Gerry was a phone number.*

*Phase III: After several attempts, I finally reached Sally, his wife, only to discover that Gerry was busy with media interviews and T.V. recordings. I decided to at least get some photographs of YANKEE GIRL. After having seen plenty of pictures of the boat in the papers and on T.V., I was still amazed when I actually saw her to see how small she really is and what a tremendous feat Gerry's trip was. (See adjacent photos.) While at the yacht club, I found out the location of his hotel and off I went to pay him a visit, only to be told at the desk that neither he nor his family were in. From that time on it was a case of missed chances. I searched for Gerry and Gerry tried to contact me. That continued until his last day in Sydney, November 12 when I finally gave up hope of speaking with him.*

*Phase IV: Then on November 12th at 9 p.m. my phone rang. It was Gerry and we talked as his plane, with YANKEE GIRL in her hold, was being called away. He told me a*

little of his adventure and future plans. Moments later Gerry and YANKEE GIRL were bound for home, this time on a Boeing 747.

Of course, Gerry is no stranger to long distance passages in very small boats. He first sailed YANKEE DOODLE, a 17 ft. sloop, down the Mississippi River to New Orleans, across the Gulf of Mexico to Panama and down the western shore of South America to Manta, Equadore where the vessel was sold. That was in 1970 and 1971. He next built and sailed a small trimaran from Florida almost to the Bahamas, turning around and returning to Florida before he reached port. Then he began to wonder about "how small a boat can successfully make it across the Atlantic". Robert Manry had done it in 1965 in 78 days in his TINKERBELLE, a 13 ft. 6 in. boat. A year later Bill Verity sailed a 12 foot NONOALCA to Fenit in southwest Ireland from Florida in 65 days and John Riding sailed his 12 foot SJO AG in three jumps (Spain to the Azores to Bermuda to Newport, Rhode Island) westward across the Atlantic. In 1968 Hugo Vihlen sailed his 6 ft. 6 inch catboard APRIL FOOL from Casablanca, Morroco to Fort Lauderdale, Florida to become the skipper of the smallest sailboat to cross the Atlantic.



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YANKEE GIRL, shipshape after 153 days at sea. Photo by Guenter Woyde.

Gerry designed and built a 10 foot sloop for an attempt at setting the eastbound record and on June 1, 1979 started for England from Virginia Beach, Virginia in YANKEE GIRL. On July 24th he arrived at Falmouth, England after 54 days at sea in the tiny craft. In a July 26th article in the Washington Post, Gerry is quoted as saying he was glad to be on land again and "wouldn't do it again or advise anybody to do it".

From the safety of the Royal Sydney Yacht Squadron dining room, Gerry said about his trip across the Pacific: "I thought I was going to die. Lightning was striking about every 15 seconds and huge waves were really knocking me about. Although I said I wouldn't do it again after the last voyage, I really mean it this time".

We'll see.

# Crewed Voyages

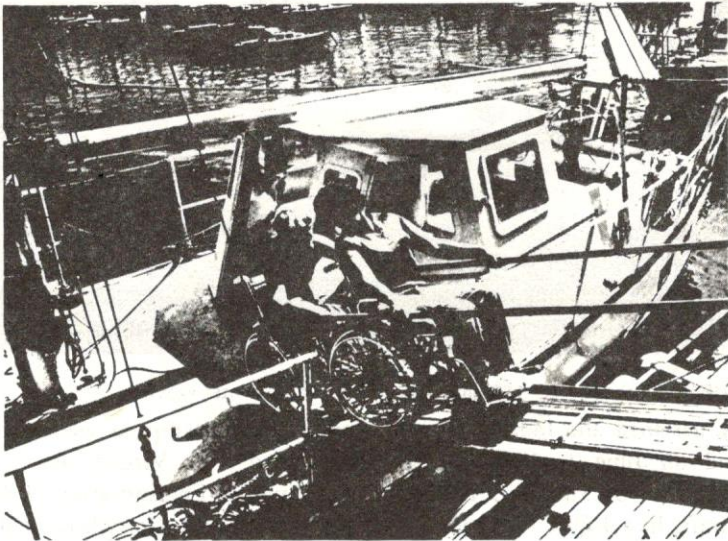
## Peter & Liz Fordred

*"It's not the end of the world when one becomes a wheelchair case"* Peter Fordred told Konrad Eriksen in February, 1981 when he and his wife, Liz arrived in Cape Town aboard *USIKUSIKU*, a ferro-cement cutter hailing from Kariba, Zimbabwe. Peter and Liz, both of whom are confined to wheelchairs hope to be the first paraplegics to cross the Atlantic.

They met in Salisbury after Liz, at 18 had been crippled in a fall from a horse and Peter, aged 19 had lost the use of his legs in a automobile accident. They were married and in 1977 bought a ferro-cement vessel, adapting her to their disabilities.

On March 26th they departed Cape Town bound towards St. Helena, arriving 19 days later. On May 1st they departed St. Helena for the short hop to Ascension Island in mid Atlantic, arriving on May 7th. On their voyage so far they averaged 120 miles per day up

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The only problem the Fordreds see on their trip is "getting from ship to shore and shore to ship"



Both Liz and Peter are really happy when sailing or working on their boat. "It is the freedom it offers us," says Liz.



Peter Fordred at the winch on his boat, Usikusiku.

to the last three days out of Ascension when the lack of winds caused the average to drop to 60 to 70 miles per day.

The Fordred's planned to continue on to Natal on the coast of Brazil where they will wait out the hurricane season. Then they will sail on to Trinidad, arriving sometime in October, 1981. They have not experienced any difficulty with the special rig on board the vessel, allowing it to be sailed completely from the cockpit. (See page 10).

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## Teresio Fava

Our closest reference to a trans oceanic passage made by a paraplegic is this quote from a July 31, 1956 letter from **Roberto degli Uberti**, an author, to the society. It is a translated quote from his book *Soli Attraverso Qli Oceano*, published first in 1941 and reprinted in 1956.

*Captain Teresio Fava, a native of Turin, during the first World War was the commander of the Italian steamer ANGELO BRUNETTI. He was heavily wounded and therefore had both of his legs amputated. Instead of thus turning to an invalid, he remained a passionate seaman and wanted to make a great action to honor his country. Secretly he built a little cutter 6 meters long and 1.9 meters wide, all decked except for a central cockpit. Among general indifference he left from Torre del Greco, near Naples, on 16 April 1926. Near Gibraltar he met the Italian steamer ASSUNTA and refused their aid. Likewise, he refused the aid of the great Italian liner DUILIO when he crossed the full Atlantic. At last at the end of August, near the New Foundland banks he met the French steamer PROVIDENCE. After that he vanished.*

If any members have additional information on **Captain Teresio Fava**, please write the secretary.



## Bill & Becky Becker

The vessel *HAVORN* with **Bill and Becky Becker** arrived in Hilo Hawaii on June 7, 1981, from Cabo San Lucas B.C. *The trip was of the kind that spoil mariners for the days ahead. A good reaching wind from the North, took us from latitude 23, to latitude 19 in a few days. About the third day out, we gradually changed from reaching, to running, by dropping the main, and flying the 110% jib. The large swells from the North, however, knocked the wind from the sail, and was threatening to become a "rigging wrecker". We raised the main, dropped the jib, sheeted the main way out, with a vane on it, and ran down wind with "woody" our Aries wind vane, doing the steering.*

*During the 28 day trip to Hilo, we caught 7 Mahi Mahi and one Skipjack tuna, which kept our pressure cooker busy preserving fish in jars.*

*On arrival in Hilo, we met Slocum Society members David and Rosemary Hanks of ANNIE LYON and heard some thrilling tales about their trip from Panama to Hilo. Sailing inter-island is not unlike the Sea of Cortez except the wind is much stronger, and the seas taller. A channeling effect strengthens the winds and seas between the islands, however, on the lee side, the winds are variable in direction and velocity with Sea of Cortez "square waves". These are formed by the combining of wind generated waves, and reflected waves from a land mass.*

*The trip from Hilo to Oahu, took longer than it should, because we latted around on the lee of Maui. Keehi lagoon on Oahu is an anchorage that is in the flight path of Honolulu airport, but is very convenient to A.L. Kolgos hardware and a "manapua" purveyor by the name of Libby. A "manapua" is a streamed bun that has a meat or vegetable inside. We obtained our provisions and spare parts and sailed to Pokai bay, on the lee side of Oahu to do some relaxing and repairs. (R&R).*

*There were no small craft advisories when we left, they had been cancelled the day before, but marginal conditions existed. Marginal conditions here, are winds of 15 to 25 knots and seas to 8 feet. To make this 20 ton Baltic ketch move, the conditions were right for a trip down the windward side of Oahu, to Maui. We passed Kaena point headed north on the first leg, about 1700, with main and staysail set, moving at 4 knots. The motion and sound of the boat changed, when the head ripped out of the staysail. With the staysail halyard up at the top of the forestay, we had the option of raising the 110% or waiting two hours until light. We sheeted the main down hard, with a single reef, and parked for a while. The sound and action of the boat changed again, when the main sail seam ripped luff to leech, just after dawn. Since the jib halyard was intact, we hoisted the jib and did some fast reaching, back to Pokai bay.*

*We plan to sail the islands until the last week of August, then to the Marshall Islands, Marianas and then Japan for the summer of 1982. We met Slocum Society members Harold and Edith Erickson of RESANDE II in Cabo San Lucas, on their way to Hawaii, but haven't encountered them as yet. We look forward to seeing other Slocumers, including Ben and Marcy Lell of TENACITY, our sponsors to the society, on the cruising circuit. Robbie and Punch, their children, will enjoy the new cultures and experiences, I am sure.*

*We continually encounter prospective members, who enjoy The Spray, and would probably sign up if I had additional applications. Do the "rights reserved" include the application blank? (No, Ed.) May we photo copy the last page to have at the ready? (Yes, but applications are available from the home office, Ed.) A comment in The Spray would be appreciated.*

*One final note, that may be of interest to cruisers, regarding pets in other ports. Check with officials concerning quarantine, if any, at your destination, before setting out. The laws, length of quarantine, and cost, are variable among the ports. To avoid a heart rending experience of having to give up a favorite pet or plant, obtain a certificate of health from your vet and keep receipts, or proof of purchase, for entering and leaving the U.S. The penalties are heavy indeed, for trying to circumvent Customs or Agriculture.*

*We appreciate all of the good reading in The Spray and look forward to future issues. We will drop you folks a note from time to time, to tell you who we run into.*

*(And one more Editors note: Many places such as Hawaii, Australia, New Zealand and the UK have mandatory quarantine requirements regardless of statements of health, etc. from vets. Ed.)*

*The Beckers  
of HAVORN*

## Gordon & Colin MacKenzie

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### PIPER

by Gordon C. MacKenzie

With youngest son Colin (16), I took the summer off so that we could visit Nova Scotia and my many cousins there. We sailed on June 26th from the Poughkeepsie Yacht Club at Hyde Park, New York, on my cutter rigged Alberg 35 *PIPER*. After a leisurely motor down the Hudson River, we traveled east through Long Island Sound, through Plum Gut, and on to the Great Salt Pond in Block Island. It is a very crowded but nice anchorage (most of the nice anchorages are crowded). Next day we were off to Cuttyhunk Island, the Elizabeth Islands, and the South Shore of Cape Code. We slipped through the 50 foot wide Caniption Channel just east of Cuttyhunk early the next morning and spent several days rambling around Martha's Vineyard and Chatham, Mass. before taking our departure for 'Scotia'. We cleared Pollick Rip channel at about 4 PM and set up the Loran for Brazil Rock Whistle which lies off the South East coast of Cape Sable, Nova Scotia. What a marvel Loran is! The fog off of Cape Sable frequently resembles sour milk -- you can't see through it and it is full of lumps. I have made this trip before and making a landfall on that hard coast has always been frightening. The trip across was uneventful, thanks to the Micro Logic Loran and the RVG wind vane steering. We made the red whistle of Brazil Rock in a heavy haze and a very sloppy sea in a little

over 2 days. The seas were so sloppy that the local fishermen were going in. It looked very much like merrangue. It is quite surprising, navigating with Loran, to be but 50 feet off a mark after several hundred miles.

We made Port LaTure harbor that evening, a quiet anchorage, but a long way in around many drying rocks. We spent the following night at Brooklyn near a pulp paper mill and nearly lost the boat. During the early morning the Danforth jammed a deadhead (log) in its flukes so that the anchor would not reset when the tide changed. I just happened to glance out of the head port while shaving and found us but a few feet off of a very bold, solid breakwater. Fortunately the engine started up with no problem and we were able to extract ourselves from a possible expensive position. That evening we sailed into the fishing village of Lunenburg for a few days rest and to clear customs. Probably the easiest clearing in the world. Just walk up to the post office with your ships papers, answer some questions for the customs officer, fill in one form and receive a warm, friendly welcome. Why can't the rest of the world be like that? Thanks Canada! We slipped up to Halifax to watch the conclusion of the Marbelhead/Halifax race and to do some shopping for supplies. We had all of our flags vandilized in Lunenburg as well as having had a sail bag slashed. Luckily the genoa was cast iron and was not cut. They even took my Slocum flag! All of this while my son and I were asleep below. In Halifax we stayed at the Armendale Yacht club and were most cordially treated both at the dock (3 days free no less) and at the bar. On the 16th of July we left Halifax for the Strait of Canso. We had not had any fog so far this trip; something I found very hard to get used to. NO FOG! The days were sunny and we usually enjoyed force 3/4 winds from the NW. A few days later we traversed the Straight and were in the Gulf of St. Lawrence and enjoyed one of the most pleasant sails of the trip. We covered the 65 mile course to Pictou in 12 hours, sliding around the prominence of Cape George in the early evening. By the way, the north east coast of Nova Scotia is a beaut as it is about two hours from sea to any refuge. The coast is rock strewn quite far out. Chart Note: 15 fathoms and breaking! We saw more than one ship's hull, and in one case ship was standing full out of the water on shore. They looked as if they were ready to make to sea instead of rusting into oblivion.

The Gulf of St. Lawrence's water is warm -- yes warm, the air is light and from the west at about force 2/3. Nice sailing. The water is warm enough to swim in and that has to be warm for me. After the cold of the Labador current it was a welcome surprise. On our return trip we were surprised to find that it can blow and blow it did. The idealistic trip that took 12 hours a few days earlier now took us 16 hours of hard beating to windward heeling at times to 45° with winds gusting to force 7. With 2 reefs in the main and the working jib set we made the protected waters behind the causeway at Canso and, as it always seems to happen, as soon as the anchor was down the wind died out completely. We were quite amazed to see so few yachts in the Gulf. With Prince Edward Island and its many fine harbors so near, it seems a very pleasant cruising ground. The area is surrounded by lovely countryside and very pleasant people. On the 22nd we again passed through the Straight and re-entered the Atlantic bound for Vinalhaven, Maine.

By the way -- I am no longer at Bridghouse. My mate jumped ship and took the house with her! I am now located up the street, just past the library. If you are in need

come up to "Half-A-Couple" you are always welcome for a gam or perhaps a dram. I certainly will have quantities of cruising information covering Maine to the Hudson. I am now looking for a female cruising partner for its Maine next summer then off to the ISLANDS.

## Hein & Siggie Zenker

Hein and Siggie Zenker are on the go again in *THLALOCA DOS*. Through a steady stream of postcards sent to Frank Mann, who has passed the information on to the society, here is what the Zenkers have been up to these past few months:

Posted in Fayal, Azores on 18 June 1981: "*Already eight days have gone by since we arrived here. The voyage was rough but very fast. We made it from the Virginia Capes to the Azores in fourteen days and five hours. At 6:30 AM on June 10th we raised the southwest side of Fayal. It was raining very hard. Many days of bad weather followed. For the last three days it has been beautiful. Horta is a bustling port and we find it very interesting. THLALOCA DOS is being scrubbed now and believe me she deserves all the care we can give her. Twice she made over 200 miles in a day. On the third day out she made 213 and a few days later 201. The average speed was 7.27 knots.*"

Although the Zenkers didn't mention it, Frank found out in a round about way, that they have written a book covering their circumnavigation in *THLALOCA*. A mutual friend who is a free-lance writer is editing the book for them.

The next card was posted in Ceuta, Spanish Morocco on July 29th: "*Since Fayall we sailed over to San Miguel. Lovely place. We left the Azores and headed for the mainland and visited the Portugese (new development) Marina of Villamoure. We left after two days for Cadiz, Spain, spending a lovely nine days there. Next, on to Gibraltar -- an overnight run. The Levante, a strong easterly wind, kept us there for five days, but we did enjoy it there and visited the monkeys in the moutains. Going over to Ceuta and shopping is a pleasure. Grand Mariner is only \$3.75!*"

And finally, Frank mentioned another note from the Zenkers, posted in Alicante, Spain. Their next stop was to be Corsica where they will visit friends. They plan on wintering in the Balearics.

Thanks for keeping us posted, Frank, Hein and Siggie.

## Don & Julie Papazov

The Bulgarian sailing family Don and Julie Papazov and their daughter Yana arrived in Cape Town in their 13 meter *TIVIA* enroute to the completion of a circumnavigation in January of 1981. Julie, a classical pianist, said "*Years ago I had to take great care of my hands and keep them flexible to play the piano as a professional. But my hands today have become very tough because of the scrubbing work and the pulling of sails and I remember once when we were in the North Sea that my hands were frozen to the wheel. But I have no regrets at giving up the concert platform for a life at sea.*" Her husband Don, an economist, said, "*We will head for St. Helena, then Brazil, Gibraltar and Bulgaria, and this has been our first visit to Cape Town but we intend returning. The long voyage*



*Don, Julie and Yana Papazov.*

*has been a great educational experience for our daughter Yana and my wife and I am contemplating writing a book of our voyage. The friends and places we have encountered are too numerous to recall." Julie said, "I will possibly try to go back to my days as a professional pianist."*

Prior to their circumnavigation, the Papazov's emulated **Alain Bombard** when they sailed a seven meter converted lifeboat with a single mast and single sail (and no keel) from Gibraltar to Cuba. Julie said, *"We did this after reading of the exploits of the French author, Bombard, who said people could live for days at sea on plankton. The only other food we had on board was dried yoghurt and canned water and I lost 11 kg in weight and Don lost 18, but we both felt fit. Astern we had a cone and a net which we trailed and in which we caught plankton -- a small micro-organism. The color of plankton is light brown and tastes like fish oil, but we were very careful to avoid it if it was coloured red as we knew this to be dangerous."*

Their lifeboat is now in a Bulgarian museum and they received high praise from their government. A special postage stamp was issued in their honor showing a picture of their lifeboat. (See the *Spray* Vol. XVIII 2 Page 48).]

## Dave Getchell & Geof Heath

Dave Getchell, Editor of the "National Fisherman," writes,

*A quick rundown on our voyage up the Labrador coast in our 18 foot aluminum skiff TORNGAT. Geof Heath and I left Maine in mid-August (1980) with our boat on a trailer behind my Scout. One thousand miles later, in tiny Red Bay, Labrador, we launched her and headed north. We traveled 450 miles up this coast to Port Manvers, some 40 miles north of Main, the last inhabited community on the Labrador coast going north. The enclosed photo shows my companion getting ready for an overnight hike back into the mountains where we carried out our only major climb, on Man O' War peak. A bit over three weeks after leaving, we were back in Red Bay with some 900 miles of pleasant exploration behind us and that 1,000-mile trailer haul home awaiting our pleasure. Labrador is a great place for small boat cruising, with wild, rugged coasts, deep bays and fiords, mountains rising from the sea and a few scattered towns of fine people. If anyone is interested, we'll be glad to fill in on details.*

Dave's address is in care of "National Fisherman," 21 Elm Street, Camden, ME 04843. His telephone number is (203) 236-4342.



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*Geof readies our gear for an overnight climb on Man 'o War Peak. The boat is grounded in a tiny lagoon and carefully anchored from two sides. Plastic containers aboard the boat were used for food.*

# The Races

## ODTAR

Chay Blyth and Rob James broke a record in the **Observer Doublehanded Trans Atlantic Race (ODTAR)** which had stood for a century. Completing the 3000 mile crossing from Plymouth, England to Newport, Rhode Island, USA in 14 days, 13 hours and 54 minutes, they clipped more than a day off the hundred year old record set by the US sailing vessel *EMERALD* for the fastest westbound passage. In the intervening years vessel design has changed remarkably. The *EMERALD* displaced 360 tons and was pushed along by acres of canvas. *BRITTANY FERRIES GB*, the vessel Blyth and James used, is a 65 foot long trimaran and probably weighed less than the mainmast of the *EMERALD*.  
*EMERALD*.

During the first part of their voyage they experienced winds as strong as 60 knots with heavy seas. *BRITTANY FERRIES GB* was damaged slightly, the mast, boom and mainsail suffering, but they didn't reduce speed. Their biggest worry during the voyage was what they could expect from the competition. *"It was a case of who was prepared to push the boats as much as possible,"* said Blyth.

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## Galveston to Tampa - SINGLE/DOUBLE HANDED

*"I promised to write about the results of the Galveston Bay - Tampa Bay Single & Doublehanded Race,"* wrote Doug Peck, our Gulf Coast correspondent, recently. *"I'm sorry to say that it looks like this race has died out. This was the 4th time it was to run, having run every other year since 1975. The first year we had 15 entrants, the next time it dropped to 10, and last time it dropped to 5. This year there were only three starters. Of the three, one dropped out on the first day, the second quit after six days of light winds and motored to the finish line. I stuck it out for 9 days, 11 hours, and 32 minutes to take first to finish, first overall, and first on corrected time by default. But of course, it was a hollow victory. I cannot understand why singlehanded races have not caught on in the Gulf when they are building up so in the US North East and in Europe. I've always thought it was run at the wrong time, at the end of the hurricane season, and it is a long race (700 nm). This means that an entry must take well over two weeks to make it both ways. I know several boats that wanted to make the race from Florida back to Galveston but just couldn't take the time off for the full race.*

*So, I'm organizing a Singlehanded & Doublehanded Race from Tampa Bay to the Dry Tortugas - 200 nm down as one leg with a lay over either in the Dry Tortugas or Key West and the second leg back. It is to be run in the spring, middle May to middle*

June. It is still in the planning stage but I have received a lot of interest so far. Tentatively, there will be no size restrictions and we will use the PHRF handicapping rule. Entry fees will be modest with the main emphasis on having a good offshore sail and fellowship with other blue water sailors.

Interested members may write directly to **Doug Peck** at: 626 Casabella Drive, Bradenton, Florida 33529 USA or phone him at (813) 792-0202.

# The Single Handed Transpac Race

by Linda Carlson\*

No matter how you look at it, its a long way from San Francisco to Japan. By sailing the northern route you may get there sooner but you'll have to contend with unfriendly and unpredictable weather; plus, its colder. The southern route is considerably warmer and has more stable wind patterns but there's a price to be paid. It is about 1000 miles longer (4500 nm vs. 5500 nm).

If you sailed an average of 100 nm per day on the northern route, the fastest you could get there would be in 45 days. **Eric Tabarly** made it in 39 days, 15 hours and 44 minutes in his custom downwinder, *PEN DUICK V* to win the first **Singlehanded Transpac** in 1969. On the other hand, **Rene' Hauweart** of Belgium took 86 days, 22 hours and 15 minutes in that same race. That's nearly 3 months; a long time -- especially for singlehanders!

Thirteen entrants were originally slated for the third **Singlehanded Transpac**, the 1981 run from San Francisco to Kobe, Japan. Eleven men hailed from Japan: **Fukinari Imada, Gozo Okada, Yoichi Higashiyama, Senji Kohmoto, Toshio Kobayashi, Mitsugu Sakaino, Katsuya Sakai, Yoshihide Oda, Yoshiji O'Kamoto, Masato Hatanaka** and **Tadashi Kato**. One man was from West Germany, long time Solcum Society member **Klaus Hehner**, the only entrant to have participated in the first two Singlehanded Transpacs. And one woman was from the USA, recent Slocum Society member **Linda Weber-Rettie**.

The organizers of the race, the *Nippon Ocean Racing Club*, the *Slocum Society* and the *San Francisco Yacht Club* had all tried to stir up worldwide interest in the race by offering US\$ 2500 to anyone not from Japan for the expense of shipping yachts home. Only Klaus and Linda responded.

Half of the Japanese entrants sailed their vessels from Japan, some with crew and some singlehanded. The others were shipped from Japan. **Toshio Kobayashi** withdrew his application. **Senji Kohmoto**, a *Yamaha Yachts* employee who had quit his job to participate in the race, sailed singlehanded from Japan to the Americas but landed at about N 29° (Baja, California, Mexico) instead of N 38° (San Francisco). One week later, and several days after the start of the race, he arrived in San Francisco.

**Masato Hatanaka** designed and built *PARTHENOS* especially for the race. With a crewmember, he sailed across the Pacific, sighting land in Southern California. He then turned north and sailed along the coast. Off of Half Moon Bay he "bought the real

\* Linda Carlson is editor of *The Singlehanded Sailor*



estate" and nearly sank before a handfull of local residents pulled him free. Then, in a poignant display of community effort, the citizens of that tiny community donated their time and money to put the boat back in shape in time to start with the rest of the fleet. In honor of the community effort, Masato renamed his vessel, *SPIRIT OF HALF MOON BAY*.

**Klaus Hehner** had to withdraw from the race because of family matters.

The problems faced by the Japanese entrants and their back up people were considerable. Although San Francisco boasts one of the best stocked inventories of marine hardware on the US west coast, much of that merchandise was difficult to obtain because of the language barrier. Also, several of the participants had to obtain more substantial windvanes and one had to raise his cockpit sole by six inches.

**Katsuya Sakai**, at 65, was the oldest entrant. His boat, *NARUTO* was also the smallest boat, 8.25 m. LOA. He is president of a one ship Japanese shipping company and for him the race was to be proof that he could keep up with younger men.



**Katsuya Sakai**

