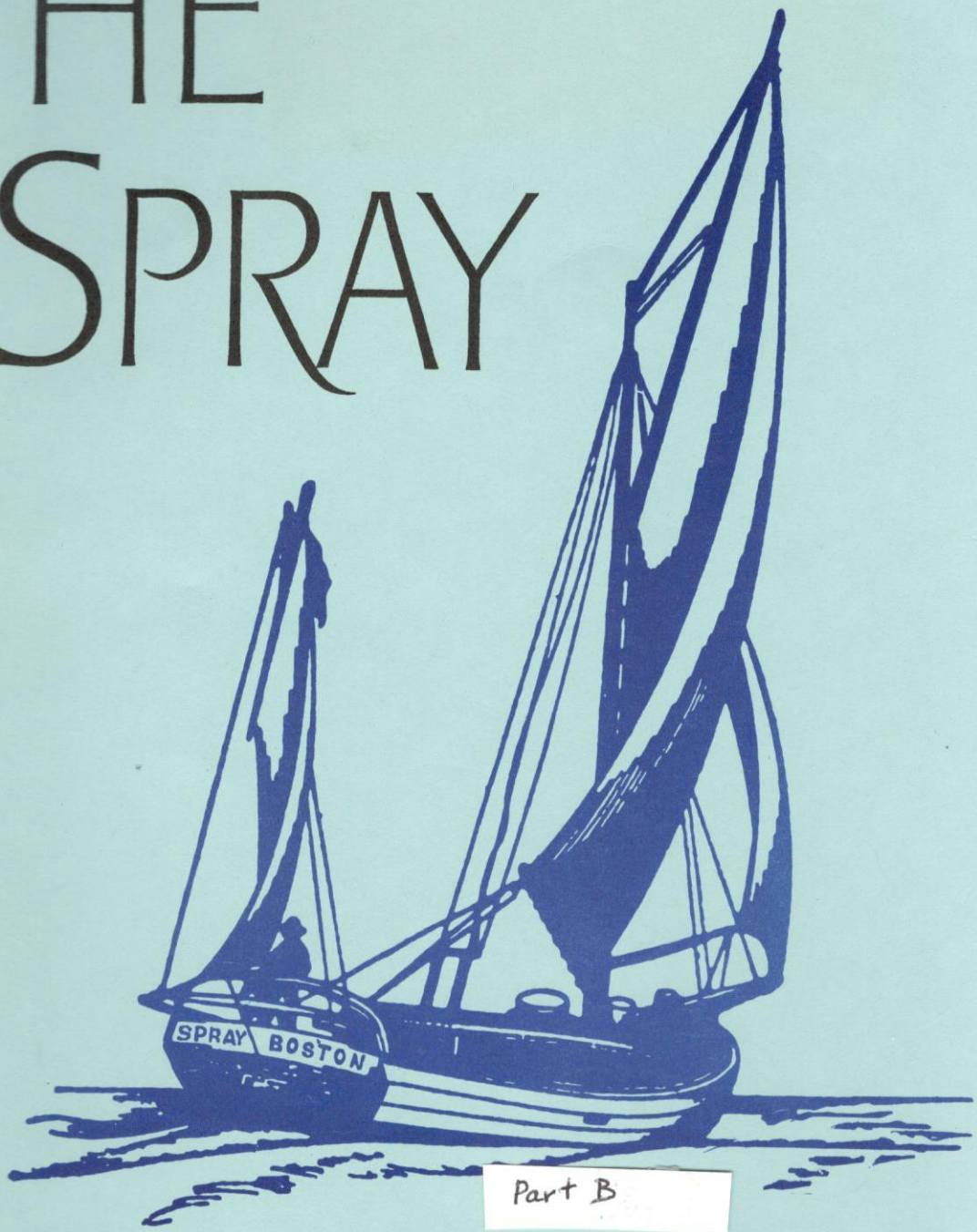


# THE SPRAY



Part B

VOLUME XXV NO. 2 JULY-DECEMBER, 1981

# The Slop Chest

## Man Overboard by Gordon C. MacKenzie

Man overboard is probably the most dreaded situation associated with sailing. It's not the fall that does you in, but two other conditions: hypothermia and being located. Both of these situations are relative to recovery time. Just how quickly can you be located and gotten back aboard? If you can be recovered rapidly, your chances of surviving your ordeal are 99% assured. The major problem is where are you?

What can be done to assure rapid recovery, reduce immersion time, and put YOU back on deck?

The following is an opportunity for an enterprising company.

A small, waterproof, radio transmitter or "*Man Overboard Locator*" (MOB Locator), of the type used to track and locate fish, would be one way of doing the job quickly, cheaply, and easily. These small units, with a limited range of about a mile, could be carried by each member of the crew, being pocketed as soon as the crew member comes aboard. The boat would be equipped with a small receiver that was pretuned to the frequency of the MOB locator. The receiver would be hand held and could be used to locate the MOB locator which, hopefully, the crewman still had in his possession. It should be noted that the normal retrieval methods should be in place and would act as backup should either the transmitter or the receiver fail. With today's technology and equipment available, there is no need NOT to locate someone that has gone over the side.

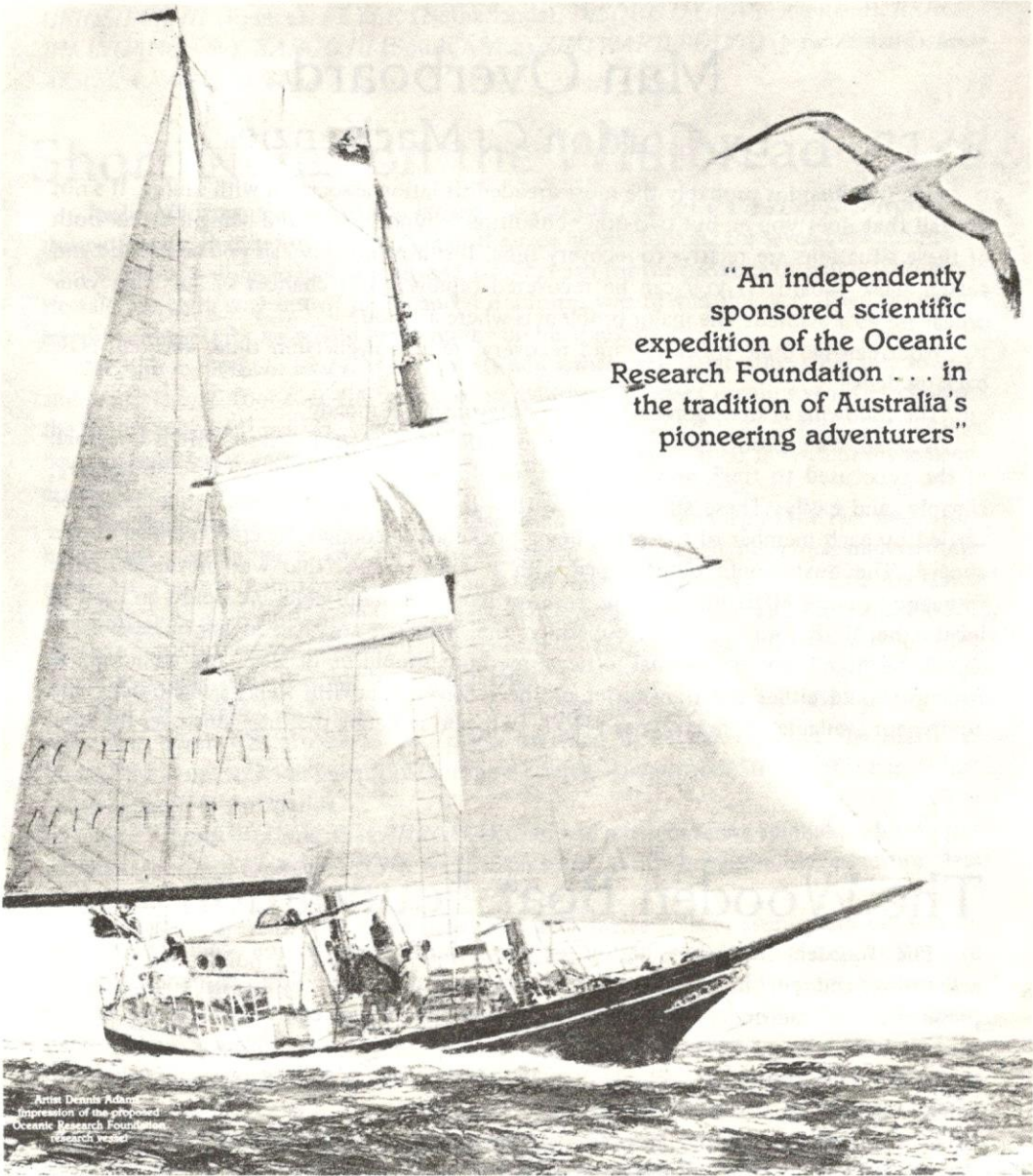
44

## The Wooden Boat Foundation

The Wooden Boat Foundation is a non-profit organization dedicated to the promotion and encouragement of wooden boatbuilding in North America and the preservation of traditional maritime skills and heritage through educational programs. The *Journal* of the Wood Boat Society is published six times a year. Their annual Wooden Boat Festival is justifiably celebrated, by those who value what is increasingly becoming, among other things, a shrinking art form.

Those interested in this laudable organization can contact them at 633 Water Street, Port Townsend, Washington 98368. If you find wooden boats and their construction of interest, this organization will be of value to you.

# You can become an Associate Member of this exciting Antarctic Expedition



"An independently  
sponsored scientific  
expedition of the Oceanic  
Research Foundation . . . in  
the tradition of Australia's  
pioneering adventurers"

45

Artist: Douglas Adams  
Impression of the proposed  
Oceanic Research Foundation  
research vessel

# David Lewis' Next Voyage to the Ice

The Ocean Research Foundation has announced that on the 100th anniversary of **Douglas Mawson's** birth an expedition led by **Dr. David Lewis** will attempt to force its way through the polar ice pack to Mawson's old Antarctic hut at Commonwealth Bay. Biologists and glaciologists will update Mawson's baseline findings of 1911-1914. An iceberg study will be made, seal and penguin counts performed, and an attempt to determine whether or not the continental ice sheet is advancing or retreating will be made. The Antarctic has a significant effect on Australia's weather, of course, and the findings of Lewis' team may be of great significance for land masses in the part of the world.

Among the members of the current expedition is **Dorothy Smith**, 62, who was with Lewis on the *SOLO* voyage in 1977-1978. (For a review of David Lewis' *Voyage to the Ice: The Antarctic Expedition of Solo*, see *The Spray*, Volume XXIV, No. 2). The expedition vessel will be the schooner *DICK SMITH EXPLORER*, a 21 meter, hard chine, steel design from Herreschoff. A 120 h.p. diesel will give the vessel a powered range of 4,000 miles. There are 13 tons of ballast outside and her hull design will hopefully cause her to lift a la *ICE BIRD* if she is caught in the ice pack. *DICK SMITH EXPLORER* is scheduled to leave Sydney on December 12, 1981, and return in early April. The address of the Oceanic Research Foundation is 5 Stanley St., Sydney 2010, Australia.

46

## David Santos

Slocum Society member **David Santos** is looking for some rather specific information on his next cruise. He plans on transiting the Panama Canal from the Caribbean to the Pacific and then sail along the coasts of Ecuador and Peru with a goal of Lima at the end of that part of his voyage. He is interested in finding out which ports are interesting and/or advisable and what paperwork is necessary to enter and travel along the coasts of these two countries.

From the west coast of South America, David is thinking of heading out into the Pacific and he also asks for current information on entering the Galapagos. From there he wants to visit French Polynesia and wants to know if anyone has had any experience in the "southern route" via Easter Island and Pitcairn. Anyone wishing to write directly to David may reach him through Hood Yacht Systems, P.O. Box 1049, Marblehead, MA. 01945, USA or call him at (617) 631-8710.



# Sixth Annual Wooden Boat Festival & The Wooden Boatbuilder's Symposium

The Sixth Annual Wooden Boat Festival dates have been set for September 10, 11 & 12th, 1982. This year's theme is BOATS OF THE PACIFIC NORTHWEST. A main attraction will be the 112' tugboat *ARTHUR FOSS*. (An 1889 tug which claims her fame as the *NARCISSUS* in the movie "Tugboat Annie".) As in the past, this event is more than just a boat show, the Festival features classes and demonstrations on traditional maritime skills, also the newest development of vacuum bag cold molding, sailmaking and repair, repair and maintenance of wooden craft, foundry work and lots of other nautical crafts. Historical and current films and slide presentations will take place continually, as well as marine trade exhibitions, food concessions, musicians and boat displays (in and out of the water). This national event attracts thousands of wooden boat enthusiasts each year and vessels ranging from miniature models to full scale 130' barquentines have graced the waters of Port Townsend during the show.

47 The Wooden Boatbuilder's Symposium has been set for the week following the Festival, September 13 through 17th. The topics that will be covered include all aspects of wooden boatbuilding and repair: caulking, design and lofting, traditional tool making and joints, sailmaking and repair, solving repair problems, pattern making, rigging and much more. Past symposium faculty have included such well known people as **John Guzzwell, Jay Benford, Bob Prothero, Joe Trumbly, Nick Benton, Earle Wakefield, Robert Harris, Bill Garden, Bob Perry** and **John Gardner** who noted in his December 1979 *National Fisherman* column that the symposium "*broke new ground and established a new benchmark in boatbuilding instruction*".

Tickets and reservations are available now. A one day pass to Festival is \$4.00 -- or all three days at \$10.00. A \$50.00 deposit is required to reserve Symposium space and is credited to the full tuition amount of \$200.00. For more information about showing your boat in the Festival, tickets or symposium reservations, please contact: THE WOODEN BOAT FOUNDATION, 633 WATER ST., PORT TOWNSEND, WASHINGTON 98368, OR CALL (206) 385-3628.

## Greatest Sailor of Them All

Who was "*the greatest sailor of them all*"? *Sea Heritage News* casts a vote for **Joshua Slocum** in a recent issue. The *News* is published by the Sea Heritage Foundation, an educational, not-for-profit membership organization dedicated to the preservation of the traditions of the sea through participation. Information on memberships, which include a one year subscription to the *News*, can be gained from The Sea Heritage Foundation, 254-26 75th Avenue, Glen Oaks, N.Y. 11004.

# Log of SIROCCO

by Dick Johnson

During the spring and summer of 1981 Slocum Society member **Dick Johnson** and a crew of four delivered a "Ta Chou" vessel *SIROCCO* from Taipei, Taiwan to San Diego, California USA. Here is his log:

## April 16, 1981

Launched 9:40 A.M. Ta Chou Yard, Taipei, Taiwan.

## April 17 to April 22, 1981, inclusive.

Hassling with Ta Chou people mostly. Sea trials in river show boat to be fast in light airs. Dodger detracts from "joy of sailing." May prove worth at sea but I doubt it. Some gauges don't work. Some sheets too short, etc. Gangplank a disaster because of weight. Okay if in port for month or two. Installed switch for compass light. Removed stbd. settee back board for access to drawers behind it. Had switches labelled. Got Benmar to work. No 35# Danforth -- only 25#. Ordered one from Chandler and asked Ta Chou for \$130.00 credit. Installed galley and nav. station lamps. Galley very dark place to work.

## April 23

Signed acceptance papers. Sailed to Chi Lung with Sea Dog and two police on board. Ran under power. Easily driven. Average 8 K at 1400-1500 r.p.m. Visibility poor because of Dodger. 32 miles.

48

## April 24-25

In port. Chi Lung. Changed oil. Set valves. Changed filters. Forward head below waterline and has no syphon break. Valve must be turned off. "Blower" switch operates chart table light. Depth sounder not working.

## April 26

Left Chi Lung. Took on lots of water on starboard tack. Internal drain scuppers drained down automatic bilge pump exhaust line. Automatic bilge pump no longer works anyway! Boat sails fast but is tender.

## April 27

Cabin a mess. Floor under companion ladder scratched up when pumping out bilge. Auto pilot working fine. Fathometer not. 148 miles. (180)

## April 28

11:30 A.M. Kuba Shima in the Keramo Retto dead ahead. Can't make Naha, Okinawa, by dark so headed for Agono Ura on Zamami Shima. 4:15 P.M. at anchor. Went swimming. Bottom is black. Topsides are hard oil. Scratches and chips in gel coat from sampan in Ta Chou yard. Will saw 7' snake. 164 miles. (344)

### April 29

1:10 P.M.: Entered Naha harbor. 2:35: Tied up at Customs Dock. 25 miles. (369 since Tan Shui.) Auto pilot only gives hard right turn. ICOM receives okay. So does the VHF.

### April 30 to May 1, incl.

In Port, Naha, Okinawa. Went to USMC Commissary at Camp Butler for supplies. John Elliott, DDS, took us in his car on May 1. Filled water tanks. Automatic bilge pump will not work on either auto or manual.

### May 2

Left Naha 11:00 A.M. Sailed to Tuguchi New Port on North End of Okinawa. Mosquitoes very bad. 34 miles. (403)

### May 3

Left dock under power at 7:00 A.M. Casting on the mizzen outhaul broke off. Blue sail bag bleeding on to jib. Plugged port scupper as water in bilge again. Wind Force 3 to 5 from NW. 27 miles. (430)

### May 4, Monday

Wind NW Force 4. Lots of leaks. Port stateroom has water over floor. Galley also. Water under chart table. Move charts out. Leak above berth in stbd. stateroom. Port holes over berth in port stateroom leaks. Cannot use this berth. Ports in galley leak badly. Also the ones over dinette. There are deck leaks into the lockers above the stbd. settee in main cabin. Water still getting into bilges. 1:00 P.M. Tied to dock, Kametsu Hakuchi, Tokuno Shima. Wind F 4. NW. Some surge at dock. 2:30 P.M. Had to move for cargo boat. Caught toe rail under hard rubber dock bumper and cracked rail. Decided to move up island to San Wan seven miles away. Anchorage no good. Returned to Kametsu. Surge now heavy. Moved into inner harbor. Invited ashore by Drs. H. and J. Miyagami who own 41 bed hospital in Kometoku. Gave me a calculator. 134 miles. (564)

### May 5

In Port, Kametsu. Blowing hard from E. Big swells in outer harbor. Added tires for fenders. Noon. Minus tide. Boat bumping. Took line across harbor. Foot pump in aft head not working. Removed. Spent a most uncomfortable night tied to concrete wall with heavy surge. Got another four tires. Doubled all dock lines. No damage to boat. 18 miles. (582)

### May 6

7:00 A.M. Engine on. 7:15 Line drill. Mike in dinghy to handle shore lines. Jeep on dock. 7:45 Free. 4:00 P.M. At anchor in cove on N side of Kakeroma island. (Brg. 050° from light just W of Koniya.) Used 45# plough. First time in three attempts that anchor has held. No good in coral. Whole area is typhoon refuge. Very quiet anchorage. No mosquitoes. 41 miles. (623)

### May 7 – Kakeroma

At anchor all day. Tried out surf sailers. Cleaned salt off engine. Hot water from engine not working. Reversed hoses. No help. Removed fibreglass covers to provide access to batteries. Cut bilge pump through-hull access holes in dinette seat. Removed kink in forward water tank vent hose -- tank not filling. Rewired wind speed indicator. Works okay with engine off. Will not work with engine on. Scrubbed topsides of Ta Chou and Chi Lung crud. Washed deck. Spliced lines. Tidied up cabin. Caulked around chain plates, stanchions, deck pads, etc. Many, many leaks.

### May 8

9:10 A.M. Anchor up and under weigh. Removed transducer fluid from Kenyon depth sounder. Sanded clean to fibreglass and refilled with salt water. Still no good. Tried to anchor at Nagara but anchor wouldn't hold. Continued to Yuwan where we docked at 4:30 P.M. Reported to police. Watch out for "*habus*" the many poisonous snakes in area. Former Yakohama taxi driver took us to hotel for showers, beer, and sashimi -- all "*his keep*". He treated. 24 miles. (647)

### May 9 – Yuwan

In port. Hubert unable to get engine hot water system to work. Got Kenyon to work -- but only temporarily. Aft shower sump has hole leaking into bilge. Medicine cabinet door in aft head hits ceiling light as door is too high. Fixed up a cabin heater using the Primus stove and a #7 flower pot. Made 2' square platform to fit main cabin table. Mounted stove on top with shock cords. Works fine. Inspected hull underwater. Gel coat is off the rudder post between the gudgeons. This was puttied on after repairing loose gudgeon. Dark circles around some of the through-hulls may indicate electrolysis. Not serious yet.

50

### May 10, Sunday

Left Yuwan at 6:00 A.M. "*Yokohama*" and wife to see us off. Had pork chop dinner at their home last night. Winds E to SE. Force 1 to 3. Engine on 9:45 in flat calm. 32 miles. (679)

### May 11

Wind S by W. Force 3 to 5. Sea lumpy. Engine off at 1:00 A.M. Put up main with one reef. Dropped mizzen to ease helm. Poor control running in large seas. Bail on main boom ripped out. It was held with three screws and one bolt. 9:00 P.M. Cold front. Wind now Northerly. 11:30 dropped main and hoisted mizzen. 12:00 Midnight. Engine on to combat current off Sata Misaki. 148 miles. (827)

### May 12

Wind NNW Force 3-4. Both tachometers conked out. Wire broke. Refrigerator not working. Replaced wire -- should be soldered. Rewired tach at sender on alternator. Removed debris from Jabsco bilge pump. Now okay. 12:00 Noon -- In small boat harbor, Kagoshima. 90 miles. (917)



### Day 9 – May 25, Monday

38° 14' N, 151° 28' E, 067° C, 145 (1172), 24 hrs. 6 K. Wind SE, Force 2-8, Seas 10'-12', Bar. 1012-997. Overcast. Have to pump bilge every two hours. 7:30 A.M. Took down jib for storm jib. Handle on aft head broke. Pump using vise grips. Lots of leaks; too numerous to count. Deck hatches don't leak. They sweat. Windows don't leak and storm boards prevent sweating. 9:45 A.M. Took down mizzen. Storm jib on jib stay the only sail up. Self-steers on 070 with slight lee helm. 10:40 A.M. Container ship came out of mist close to port. No response on CH 16. Noon: Steady 30 K gusting to 45. Barometer dropping. 5:30 P.M. Raised mizzen. Took down storm jib and put up working jib. While putting halyard on mizzen Jeep fell on aft deck box and Avon. Knocked wind out of him. Bruised ribs, upper and lower leg. Sensor sounded to indicate water in bilge.

### Day 10 – May 26, Tuesday

39° 06' N, 152° 44' E, 054° C, 80 mi. (1252), 24 hrs. 3 1/4 K. Wind SW-W, Force 3-8, Bar. 997-1001, 16° C, Seas 12'-14'. Pumped bilges at 3:00 A.M. Boat is very easily driven - now making 7 K with working jib and mizzen on broad reach in Force 4. Working jib is a powerful sail. 12:30 to 1:30 A.M. Front came through. Wind speed to 40 K. Dropped jib. Ran under mizzen dead down wind. Okay. Hoisted storm jib on forestay. Dropped mizzen. Hoisted storm trysail. Dropped storm jib. 5:30 P.M. Put up storm jib. Took down trysail. With storm jib on jib stay the helm is relieved. 6:00 Hit 10 K with storm jib only. 40 K gusts plus large seas. 8:30 Took down storm jib as hanks were opening up. Now under bare poles. Plus dodger! 9:30 Making 6 K but motion below is terrible. First ten days averaged 125.2 miles per day. This is based on noon to noon positions only.

53

### Day 11 – May 27, Wednesday

39° 04' N, 155° 09' E, 097° C (Var. 4° W), 114 mi. (1366), 24 hrs. 4 3/4 K. Wind W - NW, Force 6-7, Bar. 1002-1011, 13° C. 6:00 A.M. Ran 70 miles in 13 hours under bare poles for 5 1/2 K average. 8:30 A.M. Pumped bilge. Can't see rudder angle indicator at night; a light here would help when running under bare poles. A sea came through galley ventilator and extinguished stove burner. Could be dangerous. Soaked the cook, too. Cooks are hard to get! Rhumb Line to San Diego = 3675 miles. Great Circle to San Diego = 3545 miles. Rhumb course is warmer, lighter winds, fewer gales and less fog. And 130 miles farther. Great Circle -- Better currents, fewer head winds, shorter. Stronger winds not an advantage to *SIROCCO* as she moves well in light airs. Cutting board over stove useless at sea; in fact it is a nuisance. 11:30 Sighted freighter to stbd. Flashed our spot at him. He passed close astern headed NW.

### Day 12 – May 28, Thursday

39° 10' N, 157° 48' E, 090° C (Var. 3° W), 122 mi. (1488), 24 hrs. 5 K, 13° C in Cabin. Winds W x N, W, NW, Force 7-1, Bar. 1012-1018. Battery Bank #1 very low. 4:20 A.M. Eng. on to charge. 8:00 Put up jib. (36 hrs. under bare poles. 150 mi. -- 4 1/8 K ave.) 11:00 Hoisted mizzen. Lit cabin heater. Made it cozy! Changed bulb in galley overhead fixture. Water came out. 10:10 P.M. Put up storm trysail. 12:00 M. Wind died. Engine on.

### Day 13 – May 29, Friday

39° 20' N, 160° 15' E, 089° C (Var. 2° W), 114 mi. (1602), 24 hrs. 4¾ K. Wind, Var., NE, SE, Force 1-6, Bar. 1019-1008 mb. 12:01 A.M. Engine on. No wind. 7:15 A.M. Engine off. 7:30 A.M. Took off trysail. 7:45 Put up main. 8:00 Took down jib. 8:15 Put up genoa. 11:15 Put reef in main to keep galley dry. Suspect log overreads. Set clock ahead. ZD -- 11 hrs. 4:15 P.M. Dropped main as water is coming in galley ports and through deck fitting over stbd. stateroom. 9:45 Pumped bilge. 11:15 Pumped again. Have 45 hrs. on engine since leaving Kagoshima. Figure 67 gals fuel used with 233 gals left in tanks.

### Day 14 – May 30, Saturday

39° 37' N, 162° 40' E, 080 C (Var. 1° W), 115 mi. (1717), 23 hrs, 5 K. Wind S, SE, SW, Force 3-7, Bar. 1006-997, FOG. Our first fog. Pumping every 1½ hrs. to keep bilge dry enough to try to prevent salt water damage to engine and especially to the alternator. Some wires already corroded off and replaced or respliced. At 35 K wind replaced jib with storm jib. 12:45 Pumped. 2:30 Pumped. 6:00 Pumped. 8:00 Pumped. Whole boat is wet and clammy -- especially the galley. Safety harness in galley works fine and much needed with violent motion and slippery deck. 10:30 A.M. Put up jib and staysail. Broad reach with wind S at F. 4. Staysail not much of a sail but the jib is a real work horse. Put fluid in steering. Still leaks. Overhead hatches sweat when cabin is heated. Storm boards prevent window condensation. Running cabin heater daily. Uses less than one quart kerosene for 8 hrs. Have decided to stay South of original great circle course. Plan to cross Date Line between 39° and 40° N. With fog and dodger helmsman has very poor forward visibility. If dodger is to stay boat should be equipped with radar. Ends first two weeks at sea. Average day's run is 123 miles, average weekly is 860 miles.

54

### Day 15 – May 31, Sunday

40° 19' N, 165° 05' E, 070° (Var. 0°), 117 mi. (1834), 24 hrs. 5 K. Winds SW, WSW, W, Force 3-7, Bar. 997-1006. Foggy. Have spotlight and radar detector ready. Also VHF on Ch. 16. Sumlog overreading by at least 10%. Out 1834 miles and 3560 to Pt. Arguello so are about 1/3 of way. Navigators seat is too low for chart table. Settee cushion used to raise it. 3:45 P.M. Took down foresail which is only good for reaching. 4:15 Put up storm trysail, took down mizzen. Speed remains about same. 8:00 Took down jib. Hoisted storm jib. Made 64 mi. since noon for 8 K ave.

### Day 16 – June 1, Monday

40° 04' N, 168° 22' E, 095° C (Var. 1° E), 152 mi. (1986), 24 hrs. 6 1/3 K. Wind W, WSW, Force 8-4, Bar. 1006-1009, Rainy. Pumped bilge at 2:30 A.M. Wind gusting to F. 8. Took down storm trysail; grommets pulling out on luff. 8:00 A.M. Storm jib only. 1:00 P.M. Will thrown across cabin. Hit cocktail table with leg. Bruised but okay. Wide cabin with no stanchions very dangerous in rough sea. Every person on board has been hurt or almost hurt by being thrown inside cabin. The gallery is a swamp in a rain storm. Water rolling across floor and also across the tile tops on either side of galley stove.

**Day 17 – June 2, Tuesday**

39° 40' N, 171° 07' E, 098° C (Var. 4° E), 130 mi. (2116), 24 hrs. 5½ K. Wind W x N, WNW, NW, NNW, Force 6-3, Bar. 1010-11. Added fluid to steering. This system very poor for hand steering. No feel and too many turns stop to stop. Battery Bank #1 is dead. Turned off running lights. 0230-0315 Ran engine to charge batteries. Seems to be current leak in SSB/RT circuit. Will keep off except when using radios. Winches on mizzen (both of them) came apart. Jeep put back together. 10:45 A.M. Put up mizzen. Had to use engine to head into wind because battens got caught on shrouds. Don't need and shouldn't have battens in cruising sails. Started 3rd propane bottle. Get about two weeks on one bottle. 5:00 P.M. Engine being run to charge batteries. It stopped abruptly. Postponed repairs until tomorrow. All electric consumption stopped. Using kerosene cabin lamps. No running lights.

**Day 18 – June 3, Wednesday**

39° 40' N, 173° 52' E, 090° T (Var. 5° E), 125 mi. (2241), 24 hrs. 5 K. Wind NW to NE, Force 4-1, Bar. 1009-1013, Cool. Rain. 0060 Hoisted main with one reef. Wind NNE. 10:30 shook reef. Hoisted genoa. Full sail, Force 3. Engine trouble traced to faulty lift pump. Spare pump installed and engine restarted. Charging circuit not operating proper and hasn't been for some time. Probably due to salt water getting on alternator. Removed cutting board above stove and stored it in aft cabin. This board not used at sea because stove is in constant use. Board falling apart from stove heat. In rough weather it won't stay put without being tied. It could mash a finger badly. Furthermore, it blocks access to cupboard above it. 11:30 P.M. Japanese ship on collision course. Shined spotlight at him and got him on VHF. He altered course to go off our stern. Set clock ahead. ZO now -- 12.

55

**Day 19 – June 4, Thursday**

39° 40' N, 175° 30' E, 090° T (Var. 6° E), 74 mi. (2315), 23 hrs. 3 K. Wind NE to SE, Force 0-5, Bar. 1013-1009. No rain. Estimated engine hours remaining is 137. Present hours on engine are 131 so when hour meter reads 268 we should be out of fuel. That is figuring consumption at 1½ gals per hour which may be a little high. 10:45 A.M. Saw seal sleeping. He woke up and saw me. End of interview. Seals really range far from land these days. Very little sea life. A few pods of porpoise. No whales. Some albatross and other sea birds. 4:15 P.M. Pumped bilge. Heeled on stbd. tack means water in bilge. 11:30 took down genoa and main. Put up jib. Trip log stuck during night. Probably did before which accounts for difference between trip log and sum log. Reporting our position daily at 0600 GMT to Pacific Maritime Net on 14,314 KH2.

**Day 20 – June 5, Friday (First Time)**

40° 30' N, 178° 06' E, 068° T (Var. 6° E), 126 mi. (2441), 24 hrs, 5 K. Wind SE to SW, Force 3-6, Bar. 1004-1008 mb. Pumped bilge at 1:00 A.M. Daily trip log not registering. 8:00 A.M. Genoa up. 9:00 A.M. Main up. Forward head not working. No spares. Turned off the through-hull. To Pt. Arguello 2950 Mi. San Diego 208 miles farther. 11:00 P.M. 9 K last hour. 11:45 put up jib to ease weather helm. 12:00 Midnight -- crossing International Date Line at 39° 48' N.

### Day 21 – June 5, Friday (Again!)

39° 39' N, 178° 00' W, 105° T (Var. 8° E), 188, (2629), 24 hr. 8 K. Wind W, NW, Force 4-5, Bar. 1008-1017 mb., Rain, cold. 12:30 A.M. took down mizzen. 12:45 Japanese cargo ship astern. Will pass us to port. His speed is 20 K. Spoke to him on Ch. 16. Charged battery for 30 min. Forward ends of main cabin hand rails are loose, especially stbd. one. Drying (wringing out) mattresses in P and S staterooms. End 3rd week -- 876 miles/wk. ave. Repaired luff on mizzen. Steering fluid okay. Lashed bale on main boom as it is loosening up again. Pumped bilge and charged batteries for 30 mins. at 3:00 P.M. At 7:00 P.M. gybed over to new course of 085 C.

### Day 22 – June 6, Saturday

39° 12' N, 175° 00' W (DR) 101° T (Var. 9° E), 142 mi. (2771), 24 hr. 6 K. Put mizzen up at 0300. Wind diminishing. 6:00 A.M. No water in bilge. Hinges on aft head door loose. Jeep replaced screws. Eng. on 10:30 and off at 1:30. Under full working sail. Wind NW to SW. Force 0-4, Bar. 1017-18. No sun shot.

### Day 23 – June 7, Sunday

40° 12' N, 172° 56' W (DR) 068 T (Var. 10° E), 120 (2891), 24 hr. 5 K. Wind NW, W, N, Force 2-4, Bar. 1016-17. 10:00 A.M. Changed jib for genoa (only one genoa and it is a 135). Ran 48 hrs. without a sun sight. Got three good ones today late in the afternoon. LOP's set us way back from log readings. Log must be reading high as well as the knot meter. Ran engine 7:45 to 8:15 P.M. to pump bilge and charge Bank No. 1. Set clock ahead one hour.

### Day 24 – June 8, Monday

(DR) 40° 40' N, 170° 24' W, 080 T (Var. 11° E) 120 mi. (3011), 23 hrs. 5 K. Wind, W, NW, W -- Force 2-4, Bar. 1016-1020. No sun. Log overreading by 15%. Set to slower reading. No sail changes today -- Genoa, main and mizzen set.

### Day 25 – June 9, Tuesday

41° 33' N, 168° 21' W, 062 T (Var. 12° E), 108 mi. (3119) 24 hrs. 4½ K. Wind W, NW, F. 0-3, Bar. 1020-1012. Cold. Sun/Moon Fix. Added 2 qts. oil to engine. None needed in steering. Some sun today. Took mattress cover off stbd. stateroom bunk. Very wet. Inner cover stained blue from outer cover and mildewed. Dried and replaced on bunk. 1:30 P.M. No wind. Engine on. 8:00 P.M. still no wind. Took down all sails. Under power. 12 Midnight. Still under power. No wind.

### Day 26 – June 10, Wednesday

41° 46' N, 164° 55' W, 086 T (13° E Var.), 159 mi. (3278), 24 hrs. 6.6 K. Based on sun shots we are making 6½ K under power at 1450 rpm. Set knotmeter to read 6½ K. Set sumlog to register miles at rate of 6½ K. Knot meter and sumlog now synchronized and calibrated. They had been overreading about 18%. Water and fuel gauges give ambiguous readings. Mostly they read full which is not the case after 26 days at sea. Sounded port tank with mop handle at an angle to clear settee. It showed 12" of fuel.

Tank is 18" deep. Engine hours at 8:00 P.M. = 168.0. When removing fuel gauge sender from top of tank, the nuts fell into tank. Jury-rigged it back in position. Should be drilled and tapped at first opportunity. Turned off port fuel tank. Assume stbd. is at same level. When stbd. is empty we should know how many hours of running are left in port tank. 1:00 P.M. added 2 qts. oil to engine. Water okay. Restarted after 12 min. 2:30 P.M. Ship on horizon astern. 5:45 P.M. Same ship on horizon ahead. 7:45 Put up sails -- genoa, main, mizzen. Wind spotty. Still under power at midnight. Knotmeter and log seem to be calibrated. No wind today. Bar. 1020 to 1023 m.b.

#### Day 27 – June 11, Thursday

41° 48' N, 161° 31' W, 089 T (Var. 14° E), 158 mi. (3436) 6.6 K. Wind SE-S-SW, Force 0-4, Bar. 1019-1021. 24 hrs. Rain. Drizzle. Overcast. Engine off at 6:30 A.M. after 41 hrs. operation. Added 1 qt. fluid to transmission. Checked water and oil and were okay. Got out teak oil. Couldn't find brushes. Applying it with rags made from sheet. Port water tank ran dry. Using about 4 gals./day or 3 qts./man/day. Stormboard for main cabin is under bunk in port stateroom. 7:30 P.M. Took down foresail which is proving to be useless. Also replaced the genoa with the working jib. Reefed the main to snug down for the night as is our customary practice.

#### Day 28 – June 12, Friday

42° 29' N, 159° 04' W, 070 T (Var. 15° E), 120 mi. (3556), 24 hrs., 5 K. Wind SE to NW, Force 1-4, Bar. 1011-1005-1015 mb. End of 4th week. Averaging 890 miles per week and 127 miles per day. Running fixes and noon latitude shots are still putting us north of our D.R.'s. Compass may have some W deviation. Will assume it is 5° W and see how it sights work out with D.R.'s. The log seems to be registering again with full main, genoa and mizzen. 7:00 P.M. set working jib and single-reefed main. 10:30 took down mizzen to case helm. 8:30 P.M. Large tanker astern. Made radio contact. Japanese. Will pass us on our port side. 11:30 Tanker's stern light disappeared ahead. A beautiful night -- stars, planets, moon -- and clouds. The yellow moon plus the red compass light make a green reflection on the compass globe.

#### Day 29 – June 13, Saturday

42° 32' N, 155° 57' W, 089° T (Var. 16° E), 144 mi. (3700), 23 hrs. 6¼ K. Wind W, SW, S -- F. 3-4, Bar. 1014-1023 m.b. 6:00 A.M. Gybed over to stbd. tack after shaking the reef in main. Didn't use engine today at all. Partly cloudy in morning. Partly sunny in afternoon. Hazy moon at night. Ed will be in S.D. A.M. on 30th.

#### Day 30 – June 14, Sunday

42° 00' N, 153° 21' W, 104° T, 124 mi. (3824), 24 hrs. 5 1/8 K. Wind SW, W -- Force 1-3, Bar. 1023-1028. Checked engine oil, water and transmission fluid and all were okay. Talked to Anita on radio. She is flying to L.A. on June 26 and has reservations back to Bellingham on Monday, July 6. I asked her to ticket me on the same flight back. We have 1606 miles to Pt. Arguello and 1813 to San Diego. At our 127.5 mpd average to date this is another 15 days to S.D. Pretty close to meeting Ed there on June 30. Berth at Mission Bay Marina available on June 30 at the earliest.

### Day 31 – June 15, Monday

41° 23' N, 150° 45' W, 107½ T (Var. 17½ E), 126 (3950) 24 hrs., 5¼ K. Wind W, NW, E, SE, Force 0-4, Bar. 1028-1024 m.b. Engine on 1:30 to 2:30 A.M. Then again 6:15 A.M. to 6:20 P.M. Cannot get key out of ignition switch. Corroded in. Also it is bent. Checked compass at 8:05 A.M. prime vertical. Dev. 8° W. Checked it again at noon and at the P.M. prime vertical. Both showed about 8° W deviation. This on Easterly course only. 6:20 P.M. Under genoa reefed main, and mizzen. Forward head fill slowly with thru-hull off.

### Day 32 – June 16, Tuesday

D.R. 41° 03' N, 147° 50' W, 098 T (Var. 18° E), 136 mi. (4086) 24 hrs. 5 2/3 K. Wind SE to S, Force 3-6, Bar. 1023-1014 m.b. Start of 2nd month at sea. (28 days since the light at Hachijo Jima, Japan). Using jib, reefed main and mizzen. Self-steers at 6 K about 45° off wind. Angle of heel 15° to 25°. This is maximum sail under these conditions. 6:00 A.M. Reefing cheek block carried away. The small screws holding it pulled out. Dropped and furled main. 6:10 A.M. Pumped bilge 10 m. 10:00 A.M. Pumped. 12:30 P.M. Pumped again. Galley and port stateroom are literally awash. Soon will get snorkle out for cook! Floor board pull tab in main cabin bent. Switched it with one from forward stateroom. Pumped bilges at 12:30, 1:30, 2:30 and 3:30 P.M. Pumped again at 5:30 and 9:00 P.M. Bunk in stbd. stateroom (the skipper's) like sleeping in a rain forest during the wet season. Wish some of those Chinese "boat builders" were here. Pumped bilge 11:30 P.M. 11:45 Dropped mizzen. Proceeding under jib only. Have gone 86 miles since noon under jib and mizzen for better than 7 K ave.

58

### Day 33 – June 17, Wednesday

D.R. 40° 35' N, 144° 26' W, 100° T (V. 18° E), 159 mi. (4245) 24 hrs., 6 5/8 K. Wind S and SW, Force 4-6, Bar. 1012-1016 mb. Pumped bilge at 2:30 A.M. Headphones jumped off holder and dove in bilge where Jeep rescued them with mop handle. Running under working jib alone in Force 5 wind 3 points abaft the beam the boat makes 6 K. Chart table full of water. Charts kept under settee cushions for this reason. Decided to make our landfall on the Navy Buoy 14 mi. NW of San Nicolas Is. Buoy at 33° 29' N, 119° 41' W, GPFI (3)-20 sec. This will avoid Pt. Arguello where fog can be bad, Pt. Concepcion, "The Cape Horn of the Pacific," and the heavy Los Angeles traffic. We will come in via Outer Santa Barbara Passage rather than the Inner Passage where knockdown winds are a possibility. I don't want to check "SIROCCO" out on any real 80° knockdown! Noon distance to Navy Buoy is 1266 mi. Then another 133 mi. to Pt. Loma, San Diego. 2:15 P.M. Set storm trysail along with jib. Ran under jib only from midnight to 2:00 P.M. -- 84 mi. in 14 hrs. for 6 K average. Putting up storm trysail increased speed from 5.3 K to 6.3 K. 5:00 P.M. Pumped bilge. 6:45 Added mizzen. 10 P.M. add 3 oil cans of fluid to hydraulic steering system. Also one can yesterday (forgot to log it). 3:00 A.M. Pumped bilge. Aft stbd. bunk has leak overhead. (Skipper has offered Jeep to trade bunks -- my leaks for his.)

### Day 34 – June 18, Thursday

D.R. 40° 00' N, 141° 06' W, 103° T (Var. 18° E), 160 mi. (4405) 24 hrs. 6 2/3 K. Average daily run now 129.5 mi. Wind SW, SSW, WSW, Force 3-4, Bar. 1016-1022 mb.

Rain, Drizzle, Fog. Getting warmer. Gloves not needed. 12:30 A.M. Tightened up steering hydraulic fittings. One in particular was leaking; probably cracked flare. Cabin temperature 16° C (64° F). It used to be 10-12° C (52° F to 54° F) at 8:00 A.M. Still under jib, storm trysail, and mizzen. Sun shot at 9:27 A.M. shows us 5 mi. ahead of D.R. First sun in 70 hrs. Verifies accuracy of log. No noon shot for R. Fix so don't know latitude accurately. Noon. Took down jib and put up genoa. 11:10 A.M. Pumped bilge. Hairline crack developing around base of dodger. May be caused by racking action of boom in gallows on dodger top. Put a downhaul on main boom so as to better distribute the shroud chafe on sail. 8:30 P.M. Fog. Ship called us on VHF. Said he has us on radar and we are 10 miles away! Sailing at 5 K+ with genoa, trysail and mizzen on broad reach in Force 3 wind.

#### Day 35 – June 19, Friday

D.R. 40° 00' N, 138° 14' W, 090 T (18° E Var.), 133 (4538) 23 hrs., 5.8 K. Wind SW, W, W x N, Force 1-3, Bar. 1022-1024 mb. Fog, Haze, Drizzle. No sun shots. 2:00 A.M. snatch block fell apart. Repaired again. Stbd. tank ran out; this second tank lasted only 8 days. Port and Stbd tanks may partially equalize through vent system. Now on center, and last tank. Center tank supposed to have 105 gals. water. Calculate about 85 hrs. running time left on fuel supply. Engine hrs. now 195; will run around 280 hrs. Opened port fuel tank and closed stbd. tank. Stbd. tank has run 34 hrs. since closing port one so port tank has *at least* 34 hrs left. About 1110 mi. to Pt. Loma, San Diego. Typhoon reported off East coast of Taiwan. 9:45 P.M. Called VHF to s/s "California." 59 Gave his position as 39° 11' N, 137° 29' W on Course 105° at 19 K. Destination Long Beach on June 22. He thinks we are 30 miles North of him. Not on his radar. Changed to propane tank no. 4. No. 3 lasted 17 days. No. 4 is last tank. Pumped bilge once today.

#### Day 36 – June 20, Saturday

R. Fix 39° 41' N, 134° 53' W, 097° T, Var. 18° E, 156 mi. (4694) 24 hr. 6½ K. Sunny, warm day. Wind NW all day, Force 2-3, Bar. 1024-27 mb. 12:30 A.M. Gybed over to new course of 095. Wind had forced us down to 160°. Added one can oil to hydraulic steering. Got good sun shots. First fix since June 15. 11:15 A.M. Took down storm trysail which had been up since 2:15 P.M. on June 17. Hoisted main. 2:40 P.M. Engine on to pick up fishing buoy. Left on until 3:30 to charge batteries. 6:00 P.M. Rusty cargo ship passed on same course. No VHF contact. Birthday party for Dick. "Black Forest Cake" with candles. Also a card from crew -- delivered by albatross? Talked to Anita via ham radio. Good patch.

#### Day 37 – June 21, Sunday

R. Fix 39° 11' N, 132° 33' W, 105° T (Var. 18° E), 113 mi. (4807), 24 hrs. 4¾ K. Wind W, SW, WSW, W x N, Force 1-2, Bar. 1025-1023 mb. 1:00 A.M. Started engine. Starter stayed engaged. Turned off engine. Hubert up. He will check in morning. 10-12:00 A.M. installed spare starter. Defective starter is small bilge storage box. 8:00 P.M. Took star shots. Got a fix at 38° 37' N, 132° 20' W. Beautiful clear, cloudless, starry

night such as we haven't had since leaving Kagoshima. Dick saw ship off starboard bow. Turned on running lights (we usually run with just the masthead anchor light unless in traffic) and tried to contact on VHF. It wasn't his fault the man-in-the-moon doesn't monitor CH 16!

#### Day 38 – June 22, Monday

R. Fix 38° 35' N, 130° 32' W, 111° T, 102 mi. (4909) 24 hrs. 4¼ K. Wind NW, N, Force 2-5, Bar. 1021-2, Rain and Sun. 5:30 A.M. Large Japanese tanker passed astern E. bound. The port and stbd. running lights shine aft. Shields should be adjusted. 744 miles to Pt. Loma, San Diego based on noon R. Fix. At 129.2 mi. per day (our daily average since Kagoshima) this will give an E.T.A. of 8:00 A.M. Sunday PDST. Crew has "channel fever." Especially with genoa, main and mizzen. (Main - 525 s.f.; mizzen - 254 s.f.; staysail - 256 s.f.; jib - 420 s.f.; genoa 960 s.f.; storm jib - 131 s.f.; storm trysail - 156 s.f.) 3:00 P.N. genoa down, jib up. 5:50 P.M. Engine on to pump bilge and to charge batteries. 6:30 P.M. Engine off.

#### Day 39 – June 23, Tuesday

R. Fix 37° 12' N, 127° 06' W, 117° T (Var. 17° E), 183 mi. (5092) 24 hrs. 7 5/8 K. Wind N, NNW, Force 4-5, Bar. 1020-1015 mb. Midnight to 3:00 A.M. Jeep averaged 8 K. Warmer night. 9:30 A.M. Pumped bilge; not much water. Port tack is *much* drier than stbd. when wind freshens. This 183 mile day moves up our ETA to Sat. night! The 183 is based on noon to noon run each determined by a R. Fix. The 187 and 188 days on May 20 and June 5 were based on D.R. from a log that proved to be overreading by 18%. 1:45 P.M. pumped bilge again, more than normal for port tack. 6:00 P.M. pumped bilge. 11:00 P.M. took down mizzen to ease helm.

60

#### Day 40 – June 24, Wednesday

D.R. 36° 02' N, 124° 25' W, 118° T (Var. 16° E), 148 mi. (5240) 23 hr., 6.4 K. Wind N, NW Force 4-1, Bar. 1014-1016 mb. Overcast. 2:30 A.M. - 4:00 A.M. Tried to put a double reef in mainsail but couldn't get an even strain on reef points. This happened before so points may be misplaced on sail. Also reefing very difficult without a topping lift. 8:00 A.M. Pumped bilge. With trysail up (instead of double-reefed main) the motion below is terrible. Needs more sail to steady her. Dick was ejected out of aft head into the potato storage bin in the lower stbd. bunk. He was wearing bathrobe and boots. No whip! 9:15 Took down trysail. 9:30 Hoisted full main. 12:40 Sails down. Engine on. No wind. Noon - 413 mi. to Point Loma for ETA Sat. at 4:36 P.M. 9:00 P.M. Dick went to use aft head (motion better now) and heard water running. Fresh water valve was full open and draining into sink behind a bucket in the sink. Will had taken a bath and had turned water full on instead of off. Last tank of water almost all gone. Could not use foot pump because it was disconnected. Moral: Don't use pressure water pump at sea.

#### Day 41 – June 25, Thursday

D.R. 34° 34' N, 121° 56' W, 125° T (Var. 16° E), 151 mi. (5391) 24 hr. day, 6.3 K ave. Wind N, NW, Force 3-6, Bar. 1015-1011. Engine off at 3:00 A.M. Put up main and jib. Fishing boat abeam. Getting near! 6:30 A.M. Engine off. Checked oil -- added 1½ qts.



Water okay. Added 1½ pts. transmission fluid. 12:49 P.M. Got first sun shot since Tuesday. The LOP went right to our desired position 14 mi. S of Richardson Rock. Altered course to 121° S. Sun came out for less than one minute at 3:30 P.M. and got a prime vertical shot that gives us a running fix ahead of our D.R. 7:10 Pumped bilge. 8:30 P.M. Took down main. Running under jib, with help of dodger, at 6 K. 29 miles to Navy Buoy NW of San Nicolas Island.

#### Day 42 — June 26, Friday

33° 14' N, 119° 04' W, 117° T (Var. 15° E), 174 mi. (5565), 24 hrs. 7¼ K. Wind NW, SW, Force 4-0, Bar. 1011-1008 mb. 2:25 A.M. Lights to port. Red over white: fishing boat. 4:20 A.M. Engine on. No wind. 4:30 A.M. Mike took moon shot. 6:30 A.M. Crossed LOP with moon LOP. Running fix shows us right at Navy Buoy! 6:50 A.M. Altered course to 117° T direct to San Diego. Have not seen San Nicholas Is. because of haze. Fish boat nearby. Called him on CH 16 and he gave us a position North of Santa Cruz Island! Impossible. Turned out we were talking to a fish boat "*Marantha*" of Longview, WA who was North of Santa Cruz. He had a yacht in sight he thought was us! What a coincidence. Noon: 98 mi. to Pt. Loma. ETA 7:00 A.M. PDST. End of 6th week at sea, 927.5 miles per week average. 1:40 P.M. Will caught a house fly. Land must be near. Still haven't seen any. 2<sup>h</sup> 10<sup>m</sup> 12<sup>s</sup> P.M. PST -- Sighted San Clemente Is. right where it should be. Perfect landfall after 42 days at sea. Hooray! Mike saw it first. 3:00 P.M. Called Ed in Rockville on VHF through Santa Barbara marine operator. 3:30 Cut engine and hoisted jib, main, and mizzen. 4:30 Dropped mizzen as it was blanketing the main. 7:30 P.M. Engine on. No wind. 9:30 Increased engine speed to 1200 RPM giving 6½ K in flat calm sea. 10:00 P.M. Made 42nd consecutive, and final, report to the Pacific Maritime Net. No more water on board. Not even enough for coffee!

61

#### Day 43 — June 27, Saturday

San Diego, CA. Course 111° T, 102 mi. (5667), 17 hrs. at sea. 5¾ K average. Bar. 1008. 3:00 A.M. Picked up Pt. Loma light right on bow. 5:05 A.M. PDST. Pt. Loma abeam. We have arrived. 6:00 A.M. At Harbor Police Dock. 9:30 A.M. Customs on board. 11:00 Left Shelter Island Police Dock for Coronado Yacht Club with Mike and Glen Chase on board. 12:15 P.M. Tied up in front of C.Y.C. 12:16 P.M. whole crew except skipper in the hot showers.

#### Results of E.T.A. Pool (Kagoshima to San Diego)

Name	Predicted E.T.A.	Actual Arrival
Hubert	Noon on 6/27/81	5:05 A.M. - Pt. Loma, June 27
Will	Noon on 6/26/81	
Dick	6:00 A.M. on 6/26/81	
Mike	2:00 P.M. on 6/29/81	
Jeep	1:00 P.M. on 7/1/81	

"SIROCCO" lived up to everybody's expectations! Engine Hours -- 233 on engine hour meter. Ran it 160 hours since Kagoshima. 100 hours propulsion.

### Mileage Summary

Tan Shui, Taiwan to Kagoshima -- April 24 to May 16	917 mi.
Kagoshima, Japan to San Diego -- May 16 to June 27	5,667 mi.
Total	6,584 mi.

These distances are based on noon-to-noon D.R.'s or R. Fixes and do not take into consideration tacking and dog legs caused by wind direction and current. Actual elapsed time from Kagoshima was 1014 hours or 42 days 6 hours. This is a 5.6 knot average for the passage. This figures out to 134.2 miles per day or 939 miles per week average. Allowing about 667 miles (100 hrs.) under power leaves 5000 miles and 914 hours under sail for a 5½ knot average under sail. Not too shabby for a new boat that needed babying because of excessive deck and port leaks.

### June 28 - July 1, 1981

At Coronado Yacht Club, Coronado, CA.

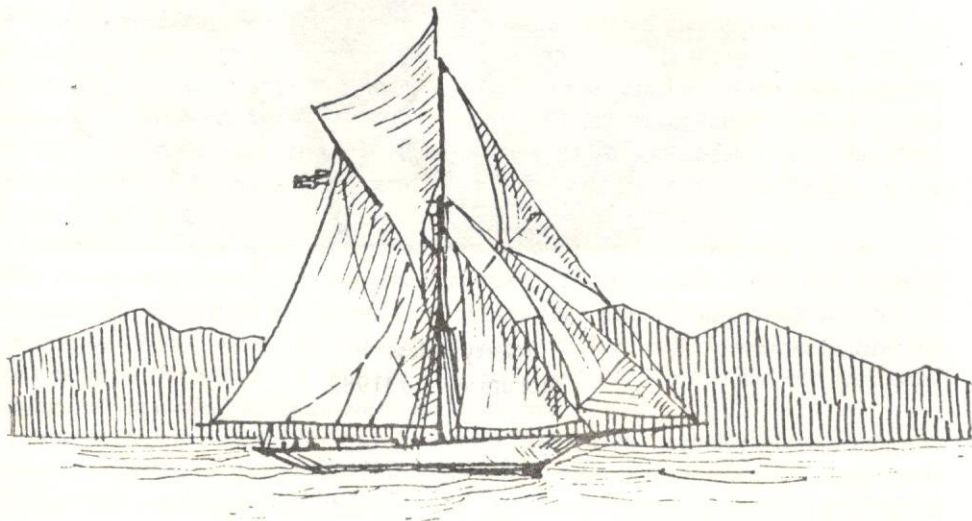
### July 1, Wednesday

Ed arrived. Very satisfied with boat and crew. Took us out to dinner at the Chart House.

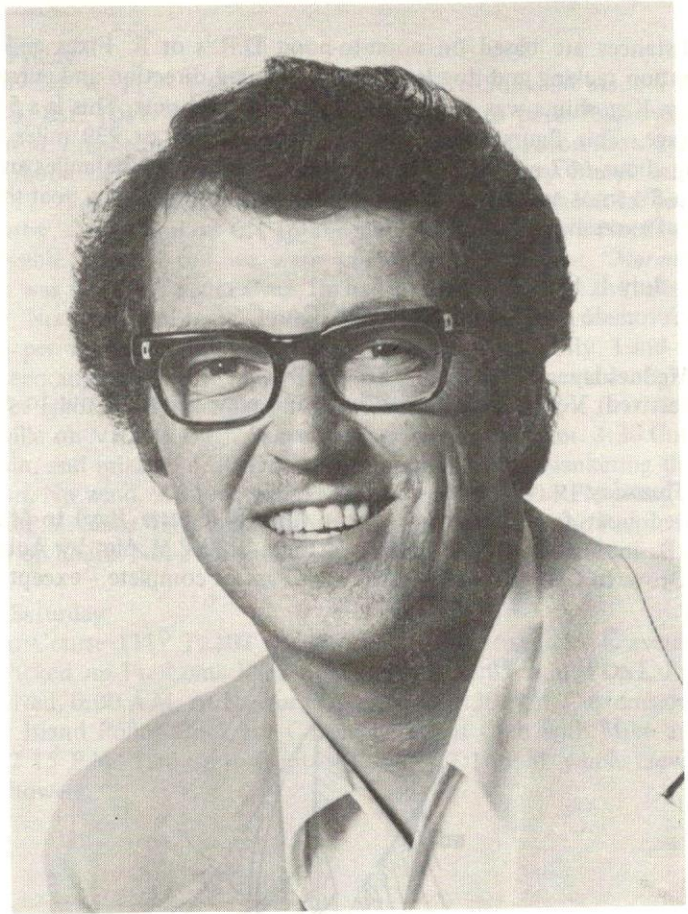
### July 2, Thursday

Moved boat from Coronado Yacht Club (Glorietta Bay) to Mission Bay Marina, Quivera Basin, Mission Bay, CA. Arrived there 8:30 P.M. Met by Anita, Art, and Bailey Noble. Drove to George's home in Whittier. Passage complete -- except for flight home on Monday.

62



RON ZANEVELD



Gerry Spiess  
Slocum Award 11982

# The Slocum Award

Periodically the Slocum Society presents the **Slocum Award** for "*the most notable singlehanded passage made during the past year.*" The practice has been that members nominate persons for the receipt of the award and the Secretary selects from among those nominees. The first recipient of the **Slocum Award** was the Argentinian **Vito Dumas** and the most recent award was made to **Krystyna Chojnowska-Liskiewicz** of Poland in 1978. The award is not made on a yearly basis but only when the occasion merits it.

The Slocum Society is proud to honor one of its own for the 1981 award. **Gerry Spiess**, who previously had crossed the Atlantic in his 10 foot *YANKEE GIRL*, successfully singlehanded his way across the Pacific. To quote from the previous edition of *The Spray*: "*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.*" Our sincerest congratulation to Gerry Spiess on his accomplishment.

## Peer Tangvald on Piracy

64

**Peer Tangvald** has expressed his views on piracy several times in the pages of *The Spray*. His experiences, unfortunately, have been tragic ones. He approaches the subject not from an academic viewpoint but as one who has suffered greatly several times from sea-going marauders. Peer recently wrote us and presented his thoughts on the use of weapons and cruising. Whether or not one agrees with his conclusions the readers cannot disregard his rationale. Ultimately each one of us must make the decision as to the carrying of weapons while cruising. Peer has given us his point of view and *The Spray* appreciates his frankness and concern. I am sure we only mirror the feelings of the Slocum Society in general.

*"Whether to carry weapons onboard or not, whether to be prepared to fight or to follow the no-resistance policy is a very important decision to make. Those who consider themselves as having high morals and to come from a civilized country may vote for the no-resistance theory. I used to share that naive attitude myself. Indeed, even after my wife's death in the Sulu Sea in February of 1979 I still did, for had she not been killed holding the gun while I, being unarmed, had gone free...*

*"But that view changed little by little after listening to the police recommendations to me, both in Brunei and in Malaysia; after getting reports from fellow yachtsmen who also had had encounters with pirates; after the disappearance of several yachts going through waters notorious for pirate activities. Then with that new attack on me while in Tunisia in December of 1980 when we were robbed, beaten and my crew subjected to attempted rape my no-resistance philosophy changed entirely. I finally realized that it is highly irresponsible of us to trust our lives and those of our family or crew to the mood*

of the first criminals crossing our paths. One pirate may be satisfied to get your cash and your gold but another may in addition want to rape your wife or daughter. Yet another may prefer to kill everybody and thus eliminate all witnesses and sink the vessel after the removal of all of its valuables. This makes it impossible for the police to have the slightest chance to ever catch them.

"Any skipper claiming that there is no use for any weapon on his boat for self defense only shows a complete lack of understanding of reality and can never have experienced the horrible feeling of standing helpless and completely at the mercy of the first criminal who decides to attack us.

"Of course the sole possession of weapons onboard is no guaranty against aggression but at least we are giving ourselves a chance, provided of course that we are using them properly. The police in Brunei told me that Lydia had been right in taking out the gun but her mistake had been to fire the warning shot too late thus not giving them a chance to shear away out of range of her fire, hence their shooting back.

"I, myself, now wish I could have a high power rifle for each member of the crew to scare away suspect boats coming too close; hand grenades to throw at a menacing ship already too close; as well as revolvers or pistols under the pillow of each crew! Unfortunately that can only remain wishful thinking due to most authorities attitudes towards weapons today. Although in theory any ocean-going vessel can carry most weapons they like provided they declare them immediately upon arrival, in practice it does not always work out smoothly and in fact with some authorities we could easily get into serious trouble.

65

"The authorities of most countries discourage the carrying of weapons, probably with the simple reasoning that the less weapons on the seas, the less attacks. But this simple attitude is rather childish as their restrictions only will affect the average and honest citizen while the pirates and other criminals will always be able to carry the weapons they want. Thus by their shortsighted restrictions they do not limit aggression at sea but on the contrary encourage piracy by making it easier for the pirates by preventing their prey to defend themselves.

"Thus our choice seems to be to either protect ourselves against the pirates but run the risk of trouble with the authorities or be "good" and thus on safe terms with the various authorities but accepting the risk of even losing our lives and those of our family or crew to the first pirate crossing our path.

"My own choice is a halfway solution: to be armed, but only with light equipment which can be considered like bona-fide small game hunting weapons and not as a "war weapon," thus not exciting the authorities too much. I think that if carrying solely one single shotgun (12 gauge) even if able to fire as much as five cartridges without reloading, we would stay out of trouble from the authorities provided we declare it. Not to declare it is of course simpler but if found we are in serious trouble: three years jail in Singapore, hanging in Malaysia!

"One shotgun onboard certainly is no foolproof guaranty against a pirate attack but there is a world of difference between having any kind of gun and no gun at all.

"In addition, I would like to have an alarm system which would wake me up if anyone stepped on board during my sleep while at anchor so I will not again run the risk of waking up in the middle of the night with a man holding a knife across my throat. And

to make doubly sure, I never again will ever sleep with unlocked hatches no matter how hot it may be. The ventilation system will just have to be worked out to give enough air without having to keep the hatches open.

# Big Ships and Pirates

by Sandy McLeod

While many of us are concerned about piracy as it affects the cruising sailor, a development which recently has come to our attention has caused some to shift their focus as far as attacks on vessels at sea are concerned. Last November the *Los Angeles Times* reported that 22 raids by pirates have been made in the past eight months on supertankers either in the harbor at Singapore or while the huge vessels were at sea. *Prahus* powered by twin outboards bring the pirates alongside where they throw grappling hooks over the stern and climb the ropes to the deck. Armed with knives or *parangs* (long daggers) they take the bridge, captain's cabin, or both. Collecting everything of value in sight, including the safe if it is not opened, they have escaped with anywhere from several hundred dollars worth of loot to a reported \$30,000 haul. Often the crew has slept through the whole affair and those who did not have been bound and sometimes gagged but evidently not harmed. One reason for the pirate's success is the technological advances made by the shipbuilding industry. One oil company executive stated, "*The pirates have turned the clock back on us. Here we have these modern, highly automated supertankers. The more modern they are, the smaller the crew. Perhaps no more than 20 men. Thus, the more modern, the more vulnerable.*"

The crews are not armed but some pirates have been driven off with high-powered fire hoses and others have been discovered early and fended off before their weapons can be brought into play. However, even if the pirates are discovered and repulsed, the tanker can be in trouble. A West German skipper pointed out: "*These are narrow and busy waters. There isn't much room for a big ship to maneuver. A collision or a grounding could lead to a major pollution disaster. Once in the channel it's enough for a man to navigate without being on the lookout for pirates. He can't do both.*"

Who the pirates actually are is a touchy political question. Among some people in Southeast Asia piracy is merely another trade. In this particular situation both Singapore and Indonesia claim the pirates are nationals of the other country. Both countries have cooperated with each other in intensifying navy patrols and there has been a lull in the acts but those on the Singapore waterfront feel confident that the pirates will be back when the times are right.

# From our Historian, Nobby Clarke

I've just received my copy of *Spray* (Jan.-July, 1981), and thought I'd better reply to the query, and various other points, as quickly as possible. Let me take them in *Spray* page order:

PAGE 1

As I have pointed out on many occasions, it is absolutely essential when record-breaking in the blue water game to make certain you know the *precise* record you are attempting to beat. **George Milburn** asks: "What is the record for the longest, continuous circumnavigation by a singlehanded sailor?" I presume George really wants to know about the longest *nonstop* circum., but since I cannot be sure I'll give three answers:

1. *Longest (time) Continuous Circum., (S/H)* was achieved by **Edward Allcard** (GB) in his 36'0 (10.97) Bm Ketch *SEA WANDER*; from/to Antigua E-W (H), 1957-1973, a total time of 16 years. He was No. 35 S/H circumnavigator.
2. *Longest (distance) Continuous Circum. (S/H)*: **Bernard Moitessier** (FR), 39'6" (12.04) *JOSHURA*, Bm. ketch, from France W-E (H) to Tahiti, 1968-9. The following records were broken: 1st-ever nonstop S/H circum., 1st S/H to round 5 southernmost capes, 1st (and only) S/H to round 5 + 4 southernmost capes nonstop, 1st steel hull S/H circum., and longest distance sailed nonstop: 37,455 miles. No. 26 S/H circumnavigator.
- 67 3. *Longest (time) Nonstop Circumnavigation (S/H)*: **Les Powles** (GB), 34'0 (10.36) Bm. sloop *SOLITAIRE*, from/to Lymington, England, W-E (H), in 329 nonstop days (he was 325 days at sea *without sighting land*) 1980-81. He is also the 5th man to complete 2 S/H circumnavigations (1st in same yacht, E-W (P) 1975-78), making him No. 62 and No. 72 S/H circum. (*Note*: Exact positions to No. 40, but approx. thereafter).

It is necessary to add to the above, since Australian **Jonathon Sanders** is currently attempting to sail around the world nonstop, this in his 33'7" (10.24) Bm. sloop *PERIE BANOU*, from/to Fremantle, going north to Plymouth, England, during his second rounding. This voyage, if completed, cannot be considered as *nonstop*, since the yacht will make rendezvous at least twice with supply vessels, whereas **Les Powles** (above) had no such help from the shore -- and, in fact, was on a starvation diet from New Zealand to England as a direct result of his determination to complete 'a nonstop circum. I have suggested to Jon's sponsors that the term "*Continuous At Sea*" would cover the difficulty, on the grounds that modern aircraft complete circumnavigations by refuelling in the air; and duration (orbiting an aerodrom; record nearly 65 days) records employ the same system. So to the above three alternative "*longests*", can be added *Longest Time Continuous At Sea*. So which record do you intend to tackle, George?

PAGE 9

No sweat. I have an *Oddballs* section in my lists (and also a *Survival* section, which is very nearly as odd!) I have been trying to contact **Fons Oerlemans** -- not so much for details of his transatlantic boiler-yacht, but for further information about the two transatlantic voyages he made in (or rather *on*) his raft *THE LAST GENERATION*. Please, Fons -- or any reader -- *help!*

Now I'm prepared to take any challenges in the *Oddballs* section. You name the

stunt, and I'll see if I have listed some voyage that beats it.

PAGE 15

As you are probably aware, the **Paul Rodgers** *SPIRIT OF PENTAX* attempt at a "nonstop" S/H double circum. has failed.

PAGE 17

Neal, you're trying to catch me out! The 1974 transatlantic row by **Bird & King** took 93 days (not 103). They averaged approx. 38 m.p.d. which is about average (*Note:* that it is much easier to drift by raft -- the average speed of all the rafts I have recorded is just on 50 m.p.d., so why do people enforce such an agony as rowing?) Even if **Peter Bird** had rowed across the Pacific, he would not have been the first S/H. This was the Swede, **Anders Svedlund** who, in 1974, rowed his 24'0 (7.30) *WAKA MOANA* from Chile to Samoa in 118 days, averaging approx. 47 m.p.d. Finally, yes! *BRITANNIA II* (note spelling) is the only rowboat to cross two different oceans.

PAGE 19

The **George Georgiev** record is interesting because it follows a similar pattern to the arguments set out under Page . What is meant by "fastest": time or speed? The easiest way to present the problem is to quote both round-the-world performances of *GREAT BRITAIN II*:

1974-5: sailing time taken, 134 days 3 hours 51 minutes.

1977-8: sailing time taken, 134 days 12 hours.

Which is the fastest? Obviously the 1974-5 effort, *but*

1974-5: covered 26,545 miles = average speed of 197.8 m.p.d.

1977-8: covered 26,815 miles = average speed of 199.4 m.p.d.

Now which is the fastest?

The answer is, of course, that yet another division of records is required: fastest (time) and fastest (speed). Bearing this in mind:

*Previous Fastest (time) for a S/H Circum.* 37'5" (11.40) Bm cutter *EGREGIOUS*, **Webb Chiles** (USA), 1975-6, San Diego, W-E (H) in 202 days 1 hour.

This time was beaten by **George Georgiev** by only 3 hours 24 minutes!

PAGE 23

**Horst Timreck**. Yes, please let me have further information as this is a rare voyage. I have received a little gen, but not much. It seems that he ran aground on Cape Horn (of all places!) but got off immediately.

PAGE 26

I've had problems enough with **Hugo Vihlen's** incredible *APRIL FOOL*. (I took the name literally when the Editor of the *Guinness Book of Records* first asked my opinion about the voyage -- and thereby made a fool of myself!) She measures 5'11 7/8" (1.8252) LOA. She was not cat-rigged; the actual rig was *LJUNGSTROM*. **Jud Henderson** describes her design (which I consider is brilliant, considering her size) as "a deep-V, flat-cathedral type".

PAGE 27

I have **Peter & Liz Fordred** listed as: "1st Husband/Wife Paraplegics To Cross Any Ocean." As a sub-record, I think it safe to add: "1st Small Yacht To Be Fitted With A Cabin-Deck Lift". I expect in due course there will be many more records broken by this intrepid pair.



This leads me on to the important subject of yacht size divisions. As a result of all the research I have accomplished, certain gaps between LOA sizes made divisions obvious. All I had to do was round up or down slightly in metric terms (since the world insists on using that system), with the following results, which I have been using now for 5 years:

*Small* = Midget Size: up to 6.50 m (21'4") LOA

Medium Size: from 6.51 m to 15.50 m (50'10") LOA

*Large* = Major Size: from 15.51 m to 24.50 m (80'5") LOA

Giant Size: over 24.50 m

As a result of the two transoceanic voyages made by **Gerry Spiess**, I think I will introduce a 5th size class: *Tiny* = under 4.00 m (13'1½") LOA. As I said in a letter to Gerry, *Tiny* stands for *This Is Not Yachting*.

PAGE 28

Yes, I would appreciate further details about **Teresio Fava**. I would also like to know about any armless person sailing across an ocean -- particularly a singlehander (literally!) As we all know, the 1st *No-Fingers* transoceanic singlehander was **Howard Blackburn** (USA) in the 30'0 (9.14) gaff sloop *GREAT WESTERN*, Gloucester, Mass. - Gloucester, England (the 1st mayor/mayor "twinning" attempt?) in 1899. Howard had lost all his fingers, half of each thumb, plus two toes from his left foot, and three toes and the heel of his right foot. It could be said that since he had to use both hands together in order to grip ropes, etc., he was capable of only "*two hands for the ship*" and none for himself -- so in a way he was a one-handed singlehander.

69 The only other no-legs yachtsman I have recorded was **Guy Cole** (GB), who crewed for **Bill King** (EIRE) across the Atlantic, from Portsmouth to Antigua, in 1949. Paralyzed in both legs since contracting polio at the age of 14 months, Guy had both legs in braces, which generally he abandoned when at sea. The yacht was the 1st *GALWAY BLAZER*: 31'0 (9.45), Bm. ketch. Information, please, on any other paraplegics?

Now the **Observer/Europe Two-Crew Transatlantic Race** (to give it its correct title -- but let's stick to **2-Star**) relied on historic facts which nobody seems to have bothered about very much. The 110'0 (33.52) clipper *EMERALD* crossed the Atlantic from Liverpool to Boston in 1824, taking 15 days 14 hours and averaging approx. 193 m.p.d. So what about the American clipper *ANDREW JACKSON* (Capt. **W.S. Johnson**), 220'0 (67.06), which in 1860 crossed from Liverpool to New York in 15 days *at most*. According to **Carl C. Cutler**, the mate **William Morgan** claimed the run under sail (i.e. excluding tugs) was 14 days, which Cutler acknowledges as "*a definite possibility*". This means that the *ANDREW JACKSON* averaged at least 207 m.p.d., and almost certainly more. Although I have tried to obtain the *BRITTANY FERRIES G.B.* distance-sailed figure, to date I have not had any success.\* Quoting the *EMERALD* (Capt. **Philip Fox**) time seems like a red herring, since the American packet-ship *COLUMBIA* (Capt. **J.C. Delano**) of 492 tons, averaged 201.8 m.p.d. in 1830 from Portsmouth to Sandy Hook, taking 15 days 23 hours, and several other sailing ships achieved less than the time taken by *EMERALD*.

So I cannot personally credit the trimaran with the "*fastest E-W crossing*" which they (meaning the race authority) have claimed. The facts establish only a possibility, but there is certainly *not* sufficient evidence to proclaim as has been done. This "*what the hell, it's good enough*" attitude, frequently assumed by sponsors, journalists and TV

commentators, is not in the spirit of the blue water game and so all members of the Slocum Society should do their utmost to counter the dubious claims.

PAGE 36

I've said it before, but I'll repeat it: the fastest S/H, San Francisco to Japan, was the Japanese yacht *WIND-FEMPE-DEL* 39'0 (11.90) LOA which crossed in 38 days 12 hours in 1969. Unfortunately I have not been able to discover further details.

PAGE 46

Shame on you! The smallest S/H yacht to complete a circum. is 20'8" (6.31) *AHODORI II*, Bm. yawl, **Hiroshi Aoki** (Jap) W-E (H), 1971-4 (No. 38 S/H circum.)

I hope readers will find some interesting points from my various comments. In particular, I hope that anyone who is contemplating a blue water record, or believe they have already broken one which has not received proper credit, will write to me for further information. Please enclose sufficient I.R.C. (International Reply Coupons) for an airmail reply, since the cost of postage is becoming ridiculous.

There is only space in the annually published *Guinness Book Of Records* for just a few of the many hundreds (now over 1,000!) of blue water game superlatives I have listed. But you can never be sure about anything in this crazy world, and maybe *your* voyage will be, or was, of much greater importance to the history of the Game than you believe.

*Note:* Direction of circumnavigation E-W or W-E, via Panama (P) and/or Suez (S) canals (P, S or S, P) or Magellan Strait (M), or Cape Horn (H).

\* I've just received the *Argos* data on this too, sent to me by my mathematician American contact, **Richard Boehmer**. She sailed a total distance of 3093 miles and therefore averaged 212.14 m.p.d. If the *ANDREW JACKSON* crossed in 14 days, her average speed would have been 225 m.p.d.; if she had taken the same time as the *toi*, the average speed would have been approx. 215 m.p.d. Since the clipper log-book is probably lost forever, we shall never know which has this particular "*fastest*" record until somebody crosses in less than 14 days.



# A Poor Man's Celestial Nav.

by Captain Morgan Ames (USNR, Ret.)

It's all very well to go to sea with a sextant, sight-reduction tables, Loran, RDF, taffrail log, radar, and the ability to take and reduce sights of celestial bodies.

But suppose you are crossing the Atlantic from New York to Plymouth, England without that skill and all that gear? All you have is a battery powered quartz wrist watch, a Nautical Almanac, and a pelorus. (Of course, sailing east, a compass is useful, too, because the sun rises precisely in the east only two days a year.)

With this limited equipment you can still make a landfall on the Scilly Islands, in southwest England at Latitude 50 degrees N.

Using only your wrist watch and the Nautical Almanac, you can figure out your approximate latitude and longitude and hence your approximate position.

You find latitude by using your wrist watch, set accurately to Greenwich Mean Time, to time your first glimpse of the sun when it appears over the horizon ahead of you, and again in the evening just as it disappears below the western horizon.

This gives you elapsed time to compare with the Nautical Almanac.

71 The procedure is described by **Dr. John O. Nigra** (USPS "N") in *Motor Boating and Sailing*, Oct. 1976, page 12.

Let's say it is Sunday, June 23, 1980. The Nautical Almanac (p. 127) gives the time of sunrise at the top of the page and of sunset at the bottom. The times go from 60 degrees S to 72 degrees N. Heading east from New York, we would be most interested in N 40° (New York to N 50°, Scilly Islands). The figures are:

Latitude	Sunrise	Sunset	Elapsed Time
N 40 degrees	0432	1933	15:01
N 45 degrees	0414	1951	15:37
N 50 degrees	0351	2013	16:22

It is obvious right away that the farther north you sail, the longer the day will be.

Assume that on this day, the sun rose at 0702 and set at 2302 GMT, or an elapsed time of 16 hours. This elapsed time is almost midway between the figures for 45° N and 50° N so you would interpolate your latitude at approximately 47° 30' N.

For more accuracy you should estimate the easterly distance traveled from sunrise to sunset, convert to minutes (using a table in the Nautical almanac), and add to elapsed time. This would put you slightly north of your first computation.

It is also feasible to determine approximate longitude by the time of sunrise.

Longitude is a measurement of how many degrees and minutes your meridian is from the Greenwich meridian.

If you know how far the sun has come from Greenwich, you know the longitude of the ship's position.

Again just time, with your unaided eyeball, the moment when the sun first peeps over the easterly horizon. Use your watch set to Greenwich Mean Time. As above,

suppose it reads 0702. Checking the Nautical Almanac you determine that sunrise at your latitude on the Greenwich Meridian was 0402 (by interpolation). That means that the sun has come three hours from sunrise on the Greenwich meridian to where when you saw it at sunrise. The sun moves 15 degrees per hour. Therefore, in three hours it has traveled west 45 degrees. That puts you at 45 degrees W Longitude.

If the sun comes up at the GMT shown in the almanac for the meridian of Greenwich, you'll know you're in the Channel. Of course, long before that you will have seen land, the loom of lights, buoys, beer cans and other indicia of "Civilization".

The important, indeed unique thing about Polaris, the North Star, is that it is the only star in the sky that does not seem to move. This is because it is above the earth's north pole, the northern end of the earth's axis, on which the earth spins. As the earth spins, from west to east, all other stars appear to "move" from east to west. So the North Star is always visible on a clear night to anyone in the northern hemisphere.

Polaris is found in the sky by following the line of the two stars (Merak and Dubhe) at the outer end of the cup in the Big Dipper about five times the distance to the star, Polaris. Although not bright (only magnitude 2.1) it stands out in the northern sky.

Heading east at night you would naturally keep Polaris on the port side. More precisely you could set the disc on your pelorus to 090 degrees on the lubber line, and set the sight vane to north (000). Keep Polaris in the sight vane while steering to steer 090. The maximum you can be off is about one degree on either side.

Using other stars, the Merak-Dubhe (Big Dipper) -- Polaris line, extended aims almost right for Caph in the Cassiopeia constellation, that is the last star on the lazy "M" or "W" past the brightest star Schedar in the five star group. Extending this line (Polaris to Caph) about the same distance brings us to the four-star square Pegasus constellation, with Alpheratz (nearer to Caph) and Markab at opposite corners of the square. Alpheratz and the star below it (Algenib) form a north south line. So to go east, steer a right angle to this north south line when it appears directly overhead.

Another way to steer by a star is to look in a star table in the Nautical Almanac and find a star with a declination the same, or about the same as the latitude of your "target". Then figure out when the GHA Aries is such that added to the SHA of that star, the GHA of that star will be the same as the longitude of your destination. At that moment that star will be directly over the destination. You can steer for the star and determine your initial course. Repeat the procedure nightly and you will arrive at your destination.

The exact latitude of the Scilly Isles is  $49^{\circ} 52' N$ . Stars with similar declinations are: Alkaid (the end of the handle of the Big Dipper)  $49^{\circ} 25' N$ ; and Eltanin (in line with the arms of the cross of Cygnus, the northern cross -- to the west)  $51^{\circ} 29' N$ .

Recently Professor **Marvin Creamer** of Glassboro N.J. Teachers College crossed the Atlantic from Ireland east to west and made his landfall on Cape May N.J. without any instrumentation. He followed three stars (Eltanin, Cygnus gamma, and Vega) to determine his latitude, and watched the water go by to determine distance by dead-reckoning.

Cygnus gamma ( $N 40^{\circ}$ ) is located where the arm of the "Northern Cross" crosses the tree of the "cross". It is just a little south of New York (Lat.  $40^{\circ} 47'$ ) and just north of Philadelphia (Lat.  $39^{\circ} 57'$ ).

The declination of Vega is  $N 39^{\circ}$  and of Eltanin  $N 51^{\circ}$ .

Therefore, steering westerly for a line between Eltanin and Vega and heading for Cygnus gamma he came right into Cape May N.J. just south of New York and north of Philadelphia.

In estimating distance sailed, boat speed through the water can be estimated as follows: determine the time it takes for a piece of wood, or a crumpled piece of paper to travel a given distance. The procedure is to measure a certain distance, say 30 feet along the deck forward of the helmsman. Then a mate drops the marker over the side. The helmsman determines the time it takes for the object to pass him.

A formula from **Bowditch** is speed in knots equals .6 times feet between marks divided by elapsed time in seconds.

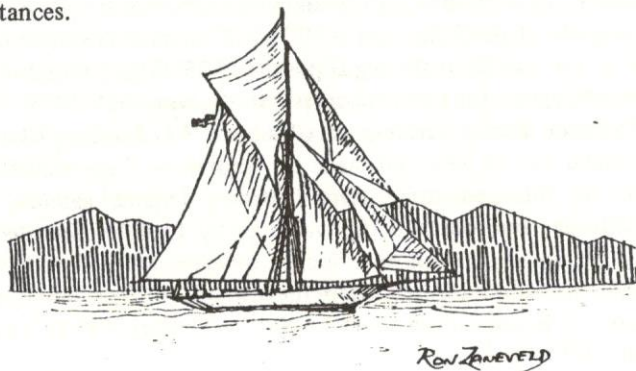
Thus if the distance is 30 feet and the object passes in 3 seconds boat speed is 6 knots; 5 seconds 3.6 knots; 2 seconds is 9 knots.

So, on your journey from New York to Plymouth you can use a variety of these methods. If you can grope your way up the eastern seaboard to latitude 50° N off northern Newfoundland and then sail due east you will make your landfall at south west England.

From *Anchor Watch*, Vol. 34, No. 4, Dec. 1980. Published by Stamford Power Squadron, Stamford, CT, USA.

## Back to Basics (Hic)

The *Navy Times (USA)* has bad news for some of us. According to the Armed Forces Institute of Pathology, tonic water, bitter lemon soda, and bitters (and evidently other mixtures which contain quinine) have been a contributing factor in some aircraft accidents. It seems that low doses of quinine from tonic water may accumulate in the inner ear and produce disorientation and delayed reactions. The quinine may persist in the inner ear for as long as seven days and could also result in night blindness, blurred vision, double vision, and abnormal color vision. One official was quoted as saying, "There is no evidence yet that using tonic water less than daily has contributed to accidents. However, expert medical opinion is that using tonic water as often as every other day increases the risk of disorientation accidents." Another reason for you yachties to drink that rum, gin, and vodka straight instead of diluting it with those disgustingly dangerous substances.



# On Scene

Two items of interest from *On Scene* illustrate the value of EPIRBs and ELTs. Sailors might particularly be interested in the techniques used by the Coast Guard in its rescues:

The following incident reveals the continuing effectiveness of the Emergency Position Indicating Radio Beacons (EPIRB) for the rescue of persons at sea. On 15 April 1981 commercial aircraft reported hearing EPIRB signals between San Juan, Puerto Rico and Grand Turk Island. An HC-130 aircraft from U.S. Coast Guard Air Station Clearwater determined that the signal was coming from an area 170 miles East-South-East of Grand Turk but was unable to locate the source due to equipment failure. An HH-3 helicopter from Air Station, Borinquen homed on the signal and located the debris from the Canadian registered sailing vessel *CANADIAN GOOSE*. Two adults and three children in life preservers were found clinging to the wreckage. The helicopter hoisted the five people from the water and transported them to Puerto Rico. The survivors indicated that their 40 foot catamaran broke up and sank at 0400 on the 15th. They had clung to the wreckage until recovered at 2300 that night.

The helicopter pilot reported that he began climbing to 3000 feet approximately 50 nautical miles from the estimated position. A strong lock-on on 121.5 MHZ was obtained. A very weak signal was heard on 243 MHZ. The helicopter homed for about 12 minutes until a needle swing indicated that the helicopter had flown over the position. It then began descending in 500 foot increments to insure that direction finder contact was not lost. With a strong needle swing at 1000 feet MSL, a 45 minute smoke float was deployed. Another was deployed at 500 feet. The helo crew began visual search at 300 ft. with night sun and search lights. After approximately five minutes of search, debris and survivors were located. A third float was deployed, effectively marking both sides and the up-wind end of the vessel debris. Hoist operations were commenced and all five persons were rescued.

On 23 April 1981 a Cessna 206 Aircraft ditched in position 23-05N 154-10W, northeast of Hawaii, due to engine failure. USCG Honolulu dispatched aircraft to assist. While the aircraft were engaged in searching, a commercial aircraft reported an ELT on 121.5 MHz. One of the aircraft commenced aural location procedures and sighted possible flares but was unable to locate the source of the signal. Another aircraft was sent to resume the search and, having estimated the position by the ELT transmission during the hours of darkness, sighted the survivor in a life raft. The motor-vessel *AMERICAN TRADER* was diverted and picked up the pilot who was in good condition. The entire operation was completed within fifteen hours.

From *On Scene* 5/6/81, USCG

# UK Maritime Mobile Net

## by David Jolly, G3TJY

The UK (United Kingdom) Maritime Mobile Net now meets daily at 0800, 1200, and 1800Z. Normally **Ernie Ayre**, G8OS runs the 0800 net; the 1200 one is uncontrolled -- it became rather too much controlling three nets -- and I G3TJY, do the 1800 net. Our frequency of 14.303 is not rubbing shoulders with the 14.313 Big Brother; it's just that I used to be a keen rifle shot at Bisley where the .303 bullets were the ones we used to use! At 18.30 we have weather reports from **Rudi Weber**, G4FTO, or the western Mediterranean and out to the Canaries. These are naturally very popular.

Our main activity is of course about now (early December), when up to 1,000 boats will be crossing to the West Indies between now and the spring. More and more people seem to be joining these nets -- over 20 boats calling-in is quite usual.

I think we must be one of the longest-running nets, having started in 1969 when I plotted the late W6FRU back across the Atlantic in his Cal 36, *AGISYMBA*. For that crossing, I averaged out Columbus' positions for his third voyage in 1498, when both boats left Hiero Island in the Canaries, and fed these back daily to *AGISYMBA* to provide quite an interesting race across the centuries, Columbus arriving in Trinidad six hours after *AGISYMBA* reached Barbados.

75 Anyone cruising up the English Channel should visit our home port, Poole Harbour. It is a very beautiful and large expanse of water, easy to enter with a chart, in spite of its sandbanks, and much preferable to the overcrowded Solent with its glamour of Cowes and the Royal Yacht Squadron. I am only 10 minutes away from the harbour; telephone is 9.622.142 from the Quay, or 020.622.142 from further afield.

It might be worth mentioning that we have been invaded by CB radio over here. The authorities have legalized 40 *FM-only* channels between 27.60125 MHz and 27.99125 MHz in 10 kHz spacing, and 20 channels between 934.025 and 934.975 at 25 kHz spacing, suggesting another 20 channels may be added later. AM CB is illegal over here as it causes interference with other services.

\*From *World Radio*, Feb. 1982. Used by permission.

## ✓ Stormproof

### A Water Repellant for Charts

The makers of "*Stormproof*", a permanent water repellent treatment for marine charts have sent an example of a treated map paper and some very positive reviews of their product to the Slocum Society. It is claimed that the product will instantly impregnate and protect paper, dry quickly, is invisible, will not stiffen paper, and is inert. Pencil notations and course plots can be erased easily (they can, I tried it) and

permanent notations can be made with a waterproof ink. "Stormproof" -- treated paper is water resistant and can be rolled or folded readily. I ran water over the sample and, just like the ad said, the water formed into beads and ran off. The producer is Martensen Co., Inc., P.O. Box 261, Williamsburg, VA. 23187, (804) 220-2828. Write them for more data and the name of your nearest Stormproof dealer. The company assures us that if you identify yourself as a member of the Slocum Society you qualify for special discounts for quantities of 12 or more. It is available in one pint and half pint containers.

## Return of the Square Rigger

Is a return to sailing ships a commercial feasibility? In a Royal Institute of Naval Architects (UK) symposium on commercial sail there was no talk of going back to the clipper ships of yore but rather any new commercial sailing ships would incorporate the very latest technology available down to on-board computers capable of selecting the best route from data provided by weather satellites.

Increases in oil prices over the past decade have made commercial sail a potentially profitable item. Designers feel that sailing ships on certain routes could compete with motor vessels. One design, a five masted bark named *WINDROSE*, could do 14 knots with a diesel engine and complete the Europe to Australia run in just slightly over a week longer than a motor ship. The voyage would cost owners around a fifth less per ton of cargo.

Developing countries, the producers of primary products, would be the first to benefit from a switch to sail. Professor **Alistair Couper** of the Maritime Studies Department at the University of Wales said, "*the principal beneficiaries of a shift from power to sailing vessels would be the producers of copra, jute, sisal, coconut, and palm kernels.*" Currently the producers of such products cannot pass on freight charges to consumers because of strong competition from synthetics. Cheap sail transport would help such natural products compete on the world market and bolster the economy of nations attempting to survive in our inflationary world economic scene.

76

Grain, the last commodity carried in commercial sailing ships, appears to be the best candidate for the modern sailing vessel. Professor Couper said, "*Much of the trade in grain is regular in direction and worldwide, and has therefore potential for sail based on the interrupted pipeline principal.*"

Not all large shipping companies are rhapsodic about the possibilities of commercial sail. The poor safety record of sailing ships in the last century and complex rigging systems which would obstruct cargo handling and unloading are mentioned but modern technology could be utilized to overcome these obstacles. Some argue that money saved on oil would have to be spent on extra crew needed to handle the rigging but in labor intensive parts of the world this is a rational economic trade off.

Agencies in the United States, Great Britain, West Germany, and Japan have all had a go in recent years at devising an economically feasible commercial sailing craft. The implementation of the concept seems at this point to be based on the availability and real price of oil. Although at the time this is being written the price is fairly stable, if it rises again we will not, as **Robert Lamb** of *Earthscan* says, "*need slide rules to work out the economics of a second coming of sail.*"

Sandy McLeod



# Port Captains

This is how the Port Captain program works. When planning a cruise, you can write to the Port Captains in areas you wish to visit asking questions about their locality. When visiting the port, Port Captains will hold mail for your arrival and then forward or return to sender any late arriving mail as you wish. Mail to be held for you should be addressed as follows:

Your Name (estimated arrival date)	(e.g.) Joshua Slocum (Oct. 10, 1896)
"Vessel Name"	"SPRAY"
c/o Port Captain Name	c/o Guenter Woyde
Port Captain Mailing Address	20 Essington Crescent Sylvania 2224, Australia

As residents of the area, Port Captains can direct visiting members to the various services and commercial enterprises available to yachtsmen as well as other attractions of the locality. And finally, Port Captains can help members keep in touch with the Slocum Society home base.

Any members situated in an area where cruising people may call, are urged to contact the secretary if they wish to volunteer their services as Port Captain. Here is the listing:

77

<b>COUNTRY</b> District/City	<b>Port Captain Name</b> Mailing Address Telephone #
<b>AUSTRALIA</b> New South Wales/Sydney	<b>Guenter H. Woyde</b> 20 Essington Crescent, Sylvania 2224, Australia 522-8978
<b>CANADA</b> British Columbia/Victoria	<b>Philip Hollywood &amp; Sandra Hill</b> 3134 Mars St., Victoria, B.C. V8X 1B8, Canada (604) 382-8629
<b>CANADA</b> Nova Scotia/Westport (May to Oct.)	<b>Terry Saunders</b> P.O. Box 1255, Digby Co., Nova Scotia BOV 1HO, Canada (902) 839-2466
<b>FINLAND</b> Helsinki	<b>Tom Tigerstedt</b> Pohjoisranta 12-A-5, 00170 Helsinki, Finland 90-632113 or 90-822148 925-66611 during summer months
<b>NEW ZEALAND</b> North Island/Tokoroa (inland)	<b>Peter Dickason</b> 1 Kea Place, Tokoroa, New Zealand
<b>REPUBLIC OF SOUTH AFRICA</b> Cape Town/Kenwyn	<b>Konrad Eriksen</b> 28 Benghazi Rd., Kenwyn 7764, Cape Town, RSA Contact through Royal Cape Yacht Club

- TUNISIA**  
La Marsa Corniche
- USA**  
Alaska/Kodiak
- USA**  
California/San Diego
- USA**  
California/San Francisco
- USA**  
Connecticut/Mystic
- USA**  
Florida/Miami
- USA**  
Florida/Key West
- USA**  
Maine/Vinalhaven
- USA**  
Maryland/Baltimore Harbor
- USA**  
Maryland/Chesapeake Bay
- USA**  
New York/Hudson River
- USA**  
Rhode Island/Newport
- Luana & Lofti Rebai**  
8 Rue El Farbi, La Marsa Corniche, Tunisia  
272-819
- Lew & Elizabeth Santoro**  
P.O. Box 31, Kodiak, AK, 99615, USA  
(907) 486-5673
- Stan Freeman**  
4712 Long Branch, San Diego, CA 92107, USA  
(h) (714) 222-9323; (b) (714) 277-6700
- Charles J. Hendrickson**  
(b) North Bay Electric Works, Inc.  
42 Bay St., San Rafael, CA 94939, USA  
(h) 555 Larkspur Plaza, No. 6  
Larkspur, CA 94939, USA  
(b) (415) 453-6132; (h) (415) 924-0598  
Answering service at business phone no.
- Byran Burdick & Linda Osten**  
58½ E. Main St., Mystic, CT 06355, USA
- Tom & Judy Hodson**  
2010 N.W. 187th St., Miami, FL 33056, USA  
(305) 621-9329
- Ed Giles**  
P.O. Box 4627, Key West, FL 33040, USA  
(305) 296-3561, ext. 388, daytime  
(305) 296-9184, evenings
- Gordon MacKenzie**  
Bridgehouse, Carvers Harbour, Vinalhaven, ME  
04683, USA
- Gary W. Woodcock**  
2600 Wegworth Ln., Baltimore, MD 21230, USA  
(h) (301) 646-0371; (b) (301) 396-2411
- Karl Edler, KB3US**  
14710 Poplar Hill Rd., Accokeek, MD 20607, USA  
(h) (301) 283-2514; amateur radio 14.313 MHz at  
0030 GMT phone patch in Washington D.C. area
- Marshall Winchell**  
15 Brescia Blvd., Highland, NY 12528, USA  
(914) 691-7606
- Carl W. Bolender**  
Newport Eagle, 15 Old Beach Rd., Newport, RI  
02840, USA

**USA**  
Texas/Gulf Coast

**David Gray, MD**  
14300 Aloha, #248, Corpus Christi, TX 78418, USA  
(h) (512) 933-8590; (b) (512) 881-4151  
Limited dockage available

**USA**  
Virginia/Chesapeake Bay

**Frank Mann**  
RFD #2, Box 536, Lancaster, VA 22503, USA  
(804) 462-7727; Has dock with minimum draft  
of 5½ ft. (1.7 m) at low water.

**USA**  
Virginia/Anapolis

**Peter Wright**  
10904 Belmont Blvd., Lorton, VA 22079, USA  
(804) 339-5320

**USA**  
Washington State/Columbia River

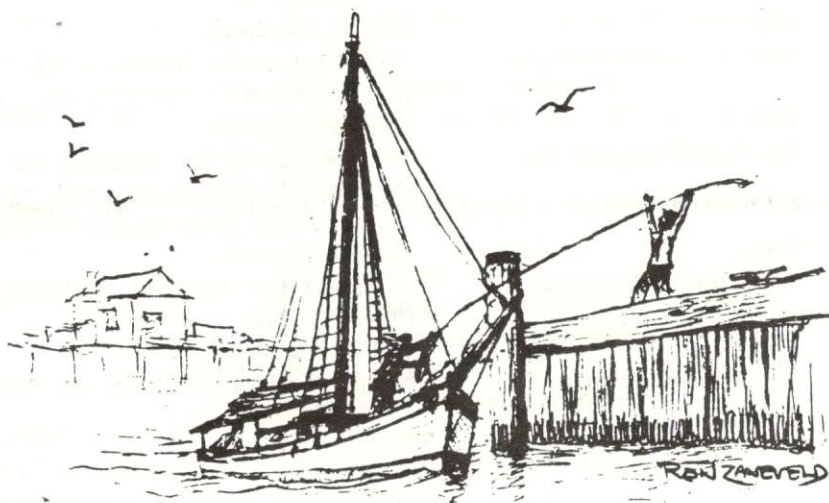
**I.H. Pepper**  
P.O. Box 295, Long Beach, WA 98613, USA  
Marine VHF: WYW 5262

**USA**  
Washington State/Port Townsend

**Don Holm, Commodore Solcum Society Sailing Club**  
Cape George Colony, Rt. 3, Box 98, Port Townsend,  
WA 98368, USA  
(206) 385-2171

**WEST GERMANY**  
Hamburg

**Peter Kollmorgen**  
Tinsdaler Heideweg 6, D2000 Hamburg 56  
(040) 81 7863



# From the Bookshelf

**Tristan Jones: *AKA*.** New York: Macmillan, 1981. 205 pages. \$12.95.

Every once in a while this reviewer receives a novel to review. It is like offering him a glass of water. He does not know what to do with it. One cannot drink the stuff and it is not polite to throw it away. So the novel is left on the bar until conscience goads him into sipping it. We have sipped Jones' novel *AKA* and we tell you that it is a fey story about dolphins who save a singlehanded sailor from death.

The dolphin parts are really fine; Jones had done his homework there. The story of how the dolphin cows give birth to the calves on the Rocks of Saints Peter and Paul off the coast of Brasil; the tribes' travels through the Caribbean, their crossing the north Atlantic to Portugal and Spain, and their adventure there; and then their return to the Rocks is first rate; splendid nature writing.

The novel side of it is what we used to call sissy-stuff (like when Tom Swift looked at a girl) and we will venture no opinion on it because we are not qualified to have an opinion.

Anyway, try the book; it costs no more than a couple of hamburgers and some beer. Jones deserves an "A" for Affort. Help him out. You might even enjoy yourself.

Jones is a member of The Slocum Society, so Society members should certainly rally around. Most of you must have read one or the other of his autobiographical books: *The Incredible Voyage*; *Ice*; *Saga of a Wayward Sailor*, and others.

We will not succumb to the temptation of saying that his non-fiction books are possible better novels than his novels.

Richard Gordon McCloskey

80

**Dexter and Paula Odin: *Yachtsman's Legal Guide to Co-Ownership*.** New York: John de Graff, Clinton Corners, 1981. 148 pages, appendices, index. \$12.50.

Almost exactly 30 years ago this critic reviewed *Law for Yachtsmen* by **Harold Dudley Greeley** (297 pages, \$4.00). He looked at it again after reading this Odin book and found that an important topic worthy of a book in 1982 was not mentioned in 1952. In 1952 one owned a boat; in 1982 one is lucky to co-own a boat.

This reviewer is no lawyer, and he has never co-owned a boat, but after a careful reading of the Odin book, he believes it is a solid, useful and accurate guide to a type of ownership many people will be forced to adopt in these days in order to be able to sail. The book applies equally to a modest pulling boat, to a Tahiti ketch, or to a multi-thousand dream boat.

The Odins point out what we all know but won't admit: that a boat, unless one lives aboard, is the least used -- and most expensive -- object in a household. What to do about

it? Share it even-stein with someone else. How does one go about it? Buy this book and follow the advice the authors give.

This reviewer went over the Odin book almost line by line. He found it sound and practical, and psychologically comforting (What! Share my boat with someone else? No, sir! I'd rather share my wife -- or my husband -- than share my boat!) because the Odins have gone through the practical and mental problems of co-ownership.

The sub-title of this book is "*How to Share the Use and Expense of a Boat Without Regret*;" and that precisely describes its contents. The blurb on a book jacket is seldom to be believed, but the one on this book can be believed when it says: "*The authors have learned what can go wrong and how to anticipate and prevent it. To depend on mutual enthusiasm and a handshake is an invitation to disaster. To discuss in advance everything that can happen is a sound way to avoid problems.*" A sound agreement leaves no room for misunderstanding.

*"The Odins offer a model agreement that is legally sound and discuss the purpose of each clause for maximum boat use and enjoyment. The discussion and decisions needed to settle an agreement suited to local needs... co-ownership can be a happy and profitable experience."*

The appendices are useful; the index good. This is a good book to help you own the boat you can't afford now.

Richard Gordon McCloskey

**K. Adlard Coles: *Sailing Years*.** New York: John de Graff, Clinton Corners, 12514. 212 pages, illustrated, index. \$18.50.

Coles, one of the best known British sailors, yachting author and maritime publisher, was born in 1901 and has been sailing since 1920.

This is a fine book for the sailing enthusiast because it embraces active participation in both cruising and racing. Coles calls it an autobiography, but it is actually sketches of his long and active nautical career, of the boats he has owned, of the books he has written and published, and of the yachtsmen he has known. Written with modesty, Coles tells more about other people and things than he does about himself. He is totally devoted to boats and sailing; he apparently has no other interests. World War II is dismissed in two and a half pages; he never mentions politics, international affairs, art, theater, ballet, music; he apparently has lived happily in his narrow little world. He has written an unassuming account of an unassuming career of a man who in his restricted field was quite a giant.

Richard Gordon McCloskey

**Kuno Knobl** with **Arno Dennig**: *Tai Ki: To the Point of No Return*. Boston: Little, Brown, 1975.

Every so often a book on the sea, or about a sailing experience, also falls into a category of interest for the academic. *Tai Ki* is an example of such a volume. On the one hand it proposes the diffusionist theory that significant contact was made between East and Southeast Asia and the New World centuries before Europeans came upon the scene in either area. On the other hand it is a sea story set on a 64 foot junk built in Hong Kong from ancient Chinese plans and sailed by a multi-national crew as an experiment in group interaction as well as an attempt to prove that traditional East Asian vessels could take advantage of prevailing winds and currents to reach the west coast of the Americas.

The evidence the author points to that contact did occur is to be found among the ruins of Meso-America, most notably in Copan, and in Southeast Asia, as exemplified by **Angkor Wat**. Having spent quite some time in both areas and having studied the examples Kuno Knobl uses in *Tai Ki* it is possible even for the sceptic to become interested. As an historian trained in the field of comparative culture and not an anthropologist or archeologist I really view Meso-America and Asia through different spectacles. But ideas sometimes do interesting things to spectacles and these are intriguing ideas.

The building of the junk in Aberdeen is one of the more interesting interludes in the book. It is not a tale of seafaring, nor of intellectual challenge. It tends to be one of frustration and an inability of individuals to break out of their cultural boxes. Hong Kong is a fascinating city, perhaps the most fascinating city, but not all Europeans can cope with it. Getting things done can be a time-consuming and exhausting task, especially if you do not speak one of the Chinese dialects in common usage there. I spent a day finding a ship's clock and barometer (in a bank building) only because a young man working in a chandlery took pity on me and in English learned from Hong Kong television directed me to my proper destination. At another time I searched vainly for a sail loft which was, as I recall, on the 13th floor of a building which had no entrance. By a somewhat circuitous route through adjoining buildings and a series of freight elevators I was finally able to find my most excellent sailmaker. Multiply these episodes by a factor of ten and you have some idea of what the expedition felt they were going through in the building of their vessel. It really helps if you are a philosophical Taoist under conditions such as these. You just flow with it.

Initially, that is what happened with *TAI KI*. Although some rather large problems were encountered in the early stages of the voyage (the supposedly impregnable rudder broke), the ship and crew survived the initial challenges encountered among themselves and with the sea, only to be frustrated in the end by that tiny and traditional nemesis of seafarers, the teredo. Perhaps the failure of traditional methods of treating wood to offset the ability of the teredo to destroy it casts some light on the theory the expedition was attempting to prove. Perhaps not. Regardless, *Tai Ki* raises some questions which still have not been resolved and records a sea story which is of great interest. The graphics are exceptional, particularly the color photographs taken at sea, and add to the book immensely.

Sandy McLeod

**Gordon Stuermer and Nina Stuermer:** *Deep Water Cruising*. New York: David McKay, 1980.

The Stuermers have attempted, with considerable success, to distill (no pun intended) their deep water cruising experiences, which culminated in a circumnavigation, into 406 pages of witty and insightful prose. While their *STARBOUND* represents a certain type of cruising vessel, they are open to a variety of ideas about deep water cruising and have been able to transcend the particular compromises which each of our own vessels demands of us. While partial to a wood ketch of about 40 feet or so, the Stuermers readily concede many successful voyages have been made in a number of boats which do not fall in this category. Their definition of a successful cruise is one "on which everyone aboard has a good time for the entire duration of the voyage."

The book is divided into three sections: "Planning," "Preparation," and "Passage." The second section takes up the bulk of the volume but all three have many items of value for the cruising sailor to consider. In virtually all instances the underlying consideration is compatibility. If the planning is sufficient, the preparation well-conceived and achieved, and the passage intelligently thought-out and performed with a regard for the human element both aboard and in those ports one comes to, the cruise will be a successful one. I don't mean to make this sound as though the Stuermers have fashioned a set of criteria which are unattainable for anyone save those who have achieved sainthood. Rather, the book is filled with good, pragmatic commentary and suggestions. But early on they state, "*Deep-water sailing is the most partnership there is.*" To help others meet the demands of that partnership the Stuermers have written an excellent book with fine graphics and an insight born of experience.

Sandy McLeod

**Roger Vaughan:** *Fastnet: One Man's Voyage*. New York: Seaview Books, 1980.

There have been a spate of books on the **Fastnet Race of 1979**. Some are very good and some are attempts to make a buck by sensationalizing the unfortunate aspects of a race where good men and good boats were lost. This slim volume (184 pages) cannot be as easily classified as can most of the works on Fastnet. Vaughan is an excellent writer, perhaps even a gifted one, who tells the story of the race through his alterego, **Fingers**, on board **Jim Kilroy's** maxi-boat, *KIALOA*. It is autobiographical and it is good. The view of Jim Kilroy as a person and life on the Grand Prix ocean racing circuit is one not often found on the printed pages of the popular press. Indeed, Vaughan, or rather Fingers, takes on the press. When he arrived back in Boston after the race he found the view of Fastnet notably different on this side of the Atlantic than at Cowes. He rages, "*The hysteria mongers of the Fourth Estate had been at it again with the lies by omission, the panic by suggestion, the talk of boats falling off the sides of waves. Their technique of picking out the most newsworthy name and turning 'has yet to be heard from' into 'reported missing' in the interest of sustaining viewership (readership) was reprehensible.*"

Granted the 79 foot *KIALOA* did not have it easy. Kilroy suffered broken ribs when a crewman crashed into him. Fingers was washed overboard, unbeknownst to any of the crew, and saved only by the genius of a Steve Lirakis harness. Gear broke, sometimes in spectacular fashion. But they still functioned, that is, they continued racing. Why? Many reasons. Among them: *"With her bow hanging out of a wave as she took the drop, KIALOA felt light as a feather and in full control. The crew sat on the deck in stoned silence, marveling at her performance. In tense concentration, the helmsman would spin the big chrome wheel with quick hands, settling her in the groove as her stern rose on a wave, then break into a grin as she took off on her own, roaring and trembling, as the speed gauge rose toward twenty. Spontaneous cheers erupted from us as we urged her on. For seven hours, until we neared the finish line at Plymouth, we sailed like that."*

*Fastnet: One Man's Voyage* is not just a story about a race but about one man's voyage on a variety of levels. You don't really have to be interested in racing to appreciate the interplay of man, machine, and the sea set within the violent microcosm of Fastnet 1979. If you are interested in one of the three, Fingers will place you in touch with the other two.

Sandy McLeod







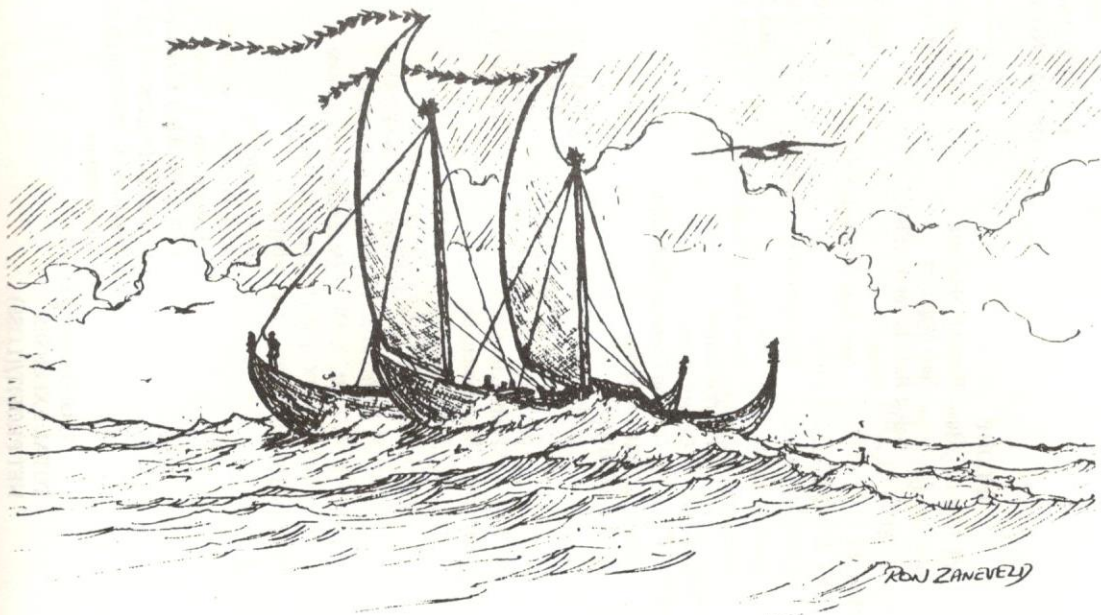
# Furled Sails

## KENNETH KERR

*BASS CONQUEROR*, a 13 foot Orkney Spinner rowing boat which Kenneth Kerr was attempting to guide across the Atlantic from Newfoundland, washed up on the beaches of Norway in January of 1981 with no trace of its skipper. Kerr, a Scotsman from Port Seton, had made an earlier attempt to row across the Atlantic but capsized some 700 miles off Newfoundland and was rescued through the joint efforts of Canadian and West German agencies. After his recovery in Halifax he said he had done it "because everyone has something in life he desperately wants to do. I had to try to make history. I'll try again." He set out again but fears increased for Kenneth when radio contact with him ceased although a weak signal was picked up in October. At that time he had been at sea some five months. His boat was empty of any gear except a pair of headphones. Kenneth Kerr, 28 years old, was attempting to make history by rowing from Newfoundland to Ireland in the smallest boat ever.

86

Sandy McLeod



**THE SLOCUM SOCIETY**  
**P.O. BOX 1164 BELLFLOWER, CA 90706 U.S.A.**  
**OPERATING STATEMENT - YEARS 1980 & 1981**

	Year 1980	Year 1981
<b>INCOME</b>		
Dues: Renewal Members	US\$3546.74	US\$4409.16
New Members	1650.42	5069.66
Sales: Back Issues of SPRAY	649.39	2148.76
Flags	(480.74)	(1349.04)
less: Cost of Goods Sold	0.00	537.06
Crests	0.00	(429.19)
less: Cost of Goods Sold	303.25	308.25
Books	(26.98)	(285.12)
Interest Earned	276.27	23.13
Contributions	135.22	357.50
Gain on Currency Exchange	247.00	559.81
	132.92	0.00
<b>TOTAL INCOME</b>	<b>US\$6176.22</b>	<b>US\$12188.69</b>
<b>EXPENSES</b>		
Publication of SPRAY	(XXIII/2)	(XXIV/2)
Postage for SPRAY	(XXIII/2)	(XXIV/2)
Publication of SPRAY	(XXIV/1)	(XXV/1)
Postage for SPRAY	(XXIV/1)	(XXV/1)
Membership List	255.70	429.70
Total Publication Expense	US\$4362.80	1262.67
Operating Expense: Office Expense	346.43	436.73
Printing, non-SPRAY	206.21	735.81
Postage, non-SPRAY	660.11	1177.87
Magazine Subscriptions	53.00	95.97
Bank Charges	18.87	42.27
Repairs	88.69	0.00
Annual Meeting	245.02	484.71
Book Purchases for Library	104.58	275.79
Entertainment & Travel	194.53	574.57
Loss on Currency Exchange	6.43	161.72
Secretarial Services	0.00	783.80
Telephone & Telegram	0.00	26.24
Miscellaneous	87.45	26.25
Total Operating Expense	US\$2011.32	US\$4821.73
<b>TOTAL EXPENSES</b>	<b>US\$6374.12</b>	<b>US\$11969.29</b>
<b>NET PROFIT/(LOSS)</b>	<b>US\$(197.90)</b>	<b>US\$219.40</b>

Prepared without audit

THE SLOCUM SOCIETY

P.O. BOX 1164 BELLFLOWER, CA 90706 U.S.A.  
 COMPARATIVE BALANCE SHEET -- 1980 & 1981

for 1981

	As of 12/31/80	As of 12/31/81
<b>ASSETS</b>		
Cash: California First Bank, USA	US\$1289.67	US\$228.53
Midland Bank, UK (in US\$)	133.55	629.60
Bank of NSW, Aust. (in US\$)	184.38	319.67
Bank of NSW, N.Z. (in US\$)	20.00	24.72
Barclays Bank, RSA (in US\$)	181.61	189.01
Fidelity Federal S&L, USA	1196.19	4450.52
Total Cash	US\$3005.40	US\$5842.05
Inventory: Flags	US\$153.29	US\$69.44
Crests	0.00	240.22
Books	26.97	513.82
Total Inventory	US\$180.26	US\$823.48
Capital Assets	US\$464.77	US\$785.70
<b>TOTAL ASSETS</b>	US\$3650.43	US\$7451.23
<b>LIABILITIES</b>		
Accounts Payable	US\$1662.02	US\$3975.53
Prepaid Dues	0.00	1257.89
Trust Account	10.00	20.00
<b>TOTAL LIABILITIES</b>	US\$1672.02	US\$5253.42
<b>CAPITAL</b>		
At Start of Year	US\$2176.31	US\$1978.41
Net Profit/(Loss) for year	(197.90)	219.40
At End of Year	US\$1978.41	US\$2197.81
		Prepared without audit

# Index

## — A —

Allcard, Edward	67
Ames, Morgan P.	71-73
Anderson, C.H. "Andy"	19-25
Aoki, Hiroshi	70
Arens, Margeretha	16
Aveseros, Peter	27

## — B —

Benford, Jay R.	47
Benton, Nick	47
Bergt, Neil	9
Bernardin, Guy	35
Bird, Peter	68
Black, Peter and Carol	2
Blackburn, Howard	69
Blanchard, Hawley and Helen	19
Boehmer, Richard	70
Bolender, Carl	78
Broadhead, Richard	35
Brown, Quincy	1
Buckley, William	20
Burdick, Bryan	78
Byrne, Dan	35, 37-41
Byrne, Patricia	41

## — C —

Cadell, Ian	35
Childress, Patrick	8
Chiles, Webb	3, 68
Chojnowska-Liskiewicz, Krystyna	64
Clarke, Nobby	vi, 67-70
Cochois, Joelle	9
Cole, Guy	69
Coles, K. Adlard	81
Connor, Patricia	32
Costa da Rosa, Paulo	3
Couper, Alistair	76
Creamer, Marvin	72
Cutler, Carl	69

## — D —

da Silva, Peter	6
Delano, Captain J.C.	69
Damgaard, Karl	vi
Dennig, Arno	82
de Roux, Jacques	35
Desoutter, Denny	vi
Dickason, Peter	77
Ditchoff, Paul	32
Djambozov, Nikolai	35
Dumas, Vito	64
Dumont, Ginny	vi
Dunlop, Bill	17

## — E —

Edler, Karl	78
Edwards, David, M.D.	25
Elliot, Ginger	15
Eriksen, Konrad	8-9, 10, 33, 78

## A — F —

Fava, Teresio	69
Fay, Sonny	28
Fordred, Peter and Liz	68
Fox, Captain Philip	69
Freeman, Stan	78
Fudakowski, Dominik	9

## — G —

Garden, Bill	47
Gardner, John	47
Gash, Anne	6, 32, 35, 36
Gelinas, Eyves	12
Georgieu, George	68
Getchell, Dave	3
Giles, Ed	78
Giordano, Richard V.	34
Glass, Charlie	8, 16
Gochberg, Tom	2
Gosnell, Dave and Kibbie	4
Gosson, Neville	35
Gray, David, M.D.	79
Greeley, Harold Dudley	80
Griffiths, Maurice	27
Guzzwell, John and Dorothy	3, 47

## — H —

Hampton, Desmond	35
Hardcastle, Mike	vi
Harris, Ian	32
Harris, Robert	47
Hatch, David	32
Hawthorne, Harvey and Helen	19
Hegeman, Richard	34
Hehner, Klaus	35
Henderson, Jud	68
Hendrickson, Charles	78
Henry, Jim	35
Hill, Sandra	77
Hodgson, Tom and Judy	78
Hollywood, Phillip	77
Holm, Donald	79
Horie, Kenichi	35
Houghton, Chris	35
Hughes, Letitia	8
Hutchinson, Carolyn	2

	— I —	
Ives, Burl		33, 36
	— J —	
Jeantot, Philippe		35
Johnson, Dick		48-62
Johnson, Lynn		32
Johnson, Captain W.S.		69
Johnston, Ben		35
Jolly, David G3TJY		75
Jones, Tristan		80
	— K —	
Kenny, Dick		34
Kerr, Kenneth		86
Kiernan, Ian		35
Kilroy, Jim		83
King, Bill		69
King, Derek		68
Klaar, Ernst and Ilona		19
Klay, Bernie		36
Knister, John and Anna		4
Knobl, Kuno		82
Knox-Johnson, Robin		34
Kollmorgen, Peter		79
Kolzer, Harald		10-11
Konkolski, Richard		35
Kos, C.B.		35
Kurbiel, Janusz		9
	— L —	
Lamar, Bob and Lee		3
Lamb, Robert		76
Lawson, Judy		35, 36
leCor, Jacques		35
Lewis, David		46
Likaris, Steve		84
Lindholm, Tom		35
Lush, Tony		35
	— M —	
MacKenzie, Gordon		44, 78
MacNeil, Robert		37
Mann, Frank		33, 79
Manning, Ray		35
McBride, Richard		35
McCloskey, Richard Gordon		80-81
McLeod, Sandy		vi, 66, 82-84, 86
Michel, Olaf		9
Milburn, George		67
Miyagami, Drs. H. and J.		49
Moitessier, Bernard		67
Moore, Joshua		1
Morgan, Howard		24
Morgan, Maurene		26
Morgan, William		69
Moriarity, M.J.		8

	— N —	
Nakamura, Ryoji		51
Neal, Bill		16
Nelson, James and Laurel		9
Nigra, John O.		71

	— O —	
Odin, Dexter and Paula		80
Oerlemens, Fons		16, 67
Osten, Linda		78

	— P —	
Parker, Michael		8
Pepper, I.H.		79
Perry, Bob		38, 47
Powles, Les		67
Prothero, Bob		47

	— R —	
Rapley, John		35
Rebai, Luana and Lofti		78
Reed, Bertie		35
Rodgers, Paul		68
Roemers, Kees		35
Rogers, Kenneth		2
Roos, Jim		34, 41
Rowe, Nigel		34

	— S —	
Saito, Mako		35
Sako, Masato		8
Sanders, Jonathon		67
Santoro, Lew and Elizabeth		78
Santos, David		46
Saunders, Terry		77
Savadkin, Chris and Jeanne		23
Savadkin, Larry		23
Scott-Taggart, Chris		35
Silferhielm, Peter		43
Slack, Kenneth		6
Slocum, Captain Joshua		25, 47
Slocum, Ron		vi
Smeeton, Miles		3
Smith, Dorothy		46
Spieß, Gerry		3, 63-64, 69
Spieß, Sally		64
Sproat, Mr.		8
Stephens, Rod		36
Stokes, Francis		35
Stone, Peter		8
Stuermer, Gordon and Nina		33, 83
Stufflebeem, John		23
Sweat, Richard		18

# Index

## - T -

Taberly, Eric	43
Tada, Yukoh	35
Tangvald, Lydia	65
Tangvald, Peer	5, 64-65
Taylor, Digby	9
Thwaites, Dave	23
Thwaites, Hill	23
Tigerstedt, Tom	77
Timmreck, Horst	33, 68
Trumbly, Joe	47

## - U -

Ugen, Maurice	9
---------------	---

## - V -

van Leeuwen, Ludo	17
van Rietschoten, Cornelius	42-43
Vaughan, Roger	83
Veeder, Jim	35
Verwoerd, J.R.	35

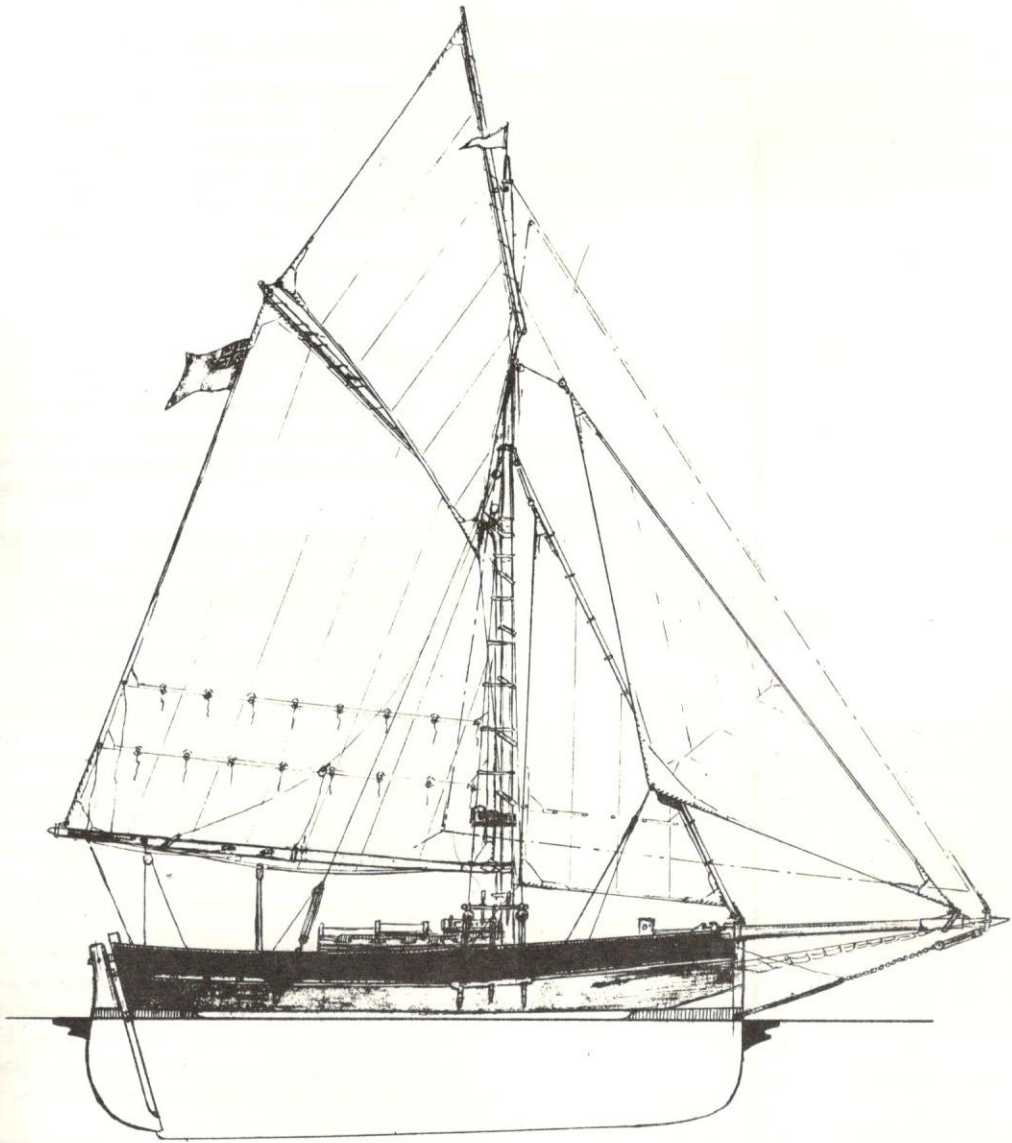
Vianello, Roberto	43
Vihlen, Hugo	68

## - W -

Wakefield, Earle	47
Walker, Neal	6
Wallace, Robin	34
Warner, D.K.	26
Watlington, John	17
Weber, Rudi G4FTO	75
Weller, Dick	2
Weyer, George	4
White, Chris	16
White, David	35
White, E.B.	37
Winchell, Marshall	78
Woodcock, Gary	78
Woyde, Guenter	6, 77
Wright, Peter	79

## - Z -

Zenker, Hein and Siggli	26-32
-------------------------	-------

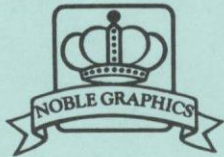


"  
MOONRAKER."  
"

BUILT 1896.

*John Atkins C.*





*The Spray*

Text Set in Press Roman Medium 10/12

Titles Set in Paladium and Paladium Semibold

Typesetting by

**Noble Graphics**

2913 E. Artesia Blvd.

Long Beach, CA 90805