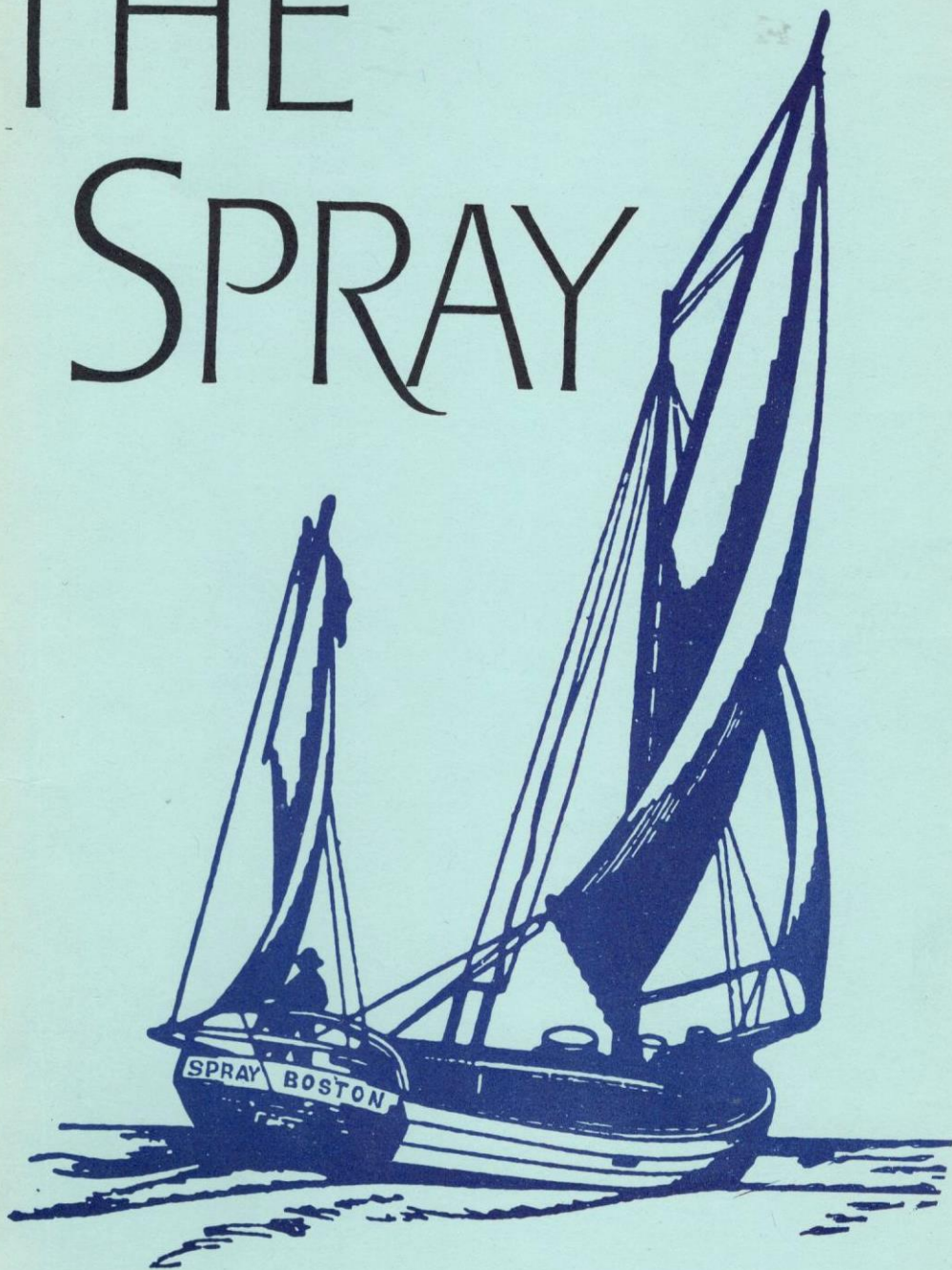


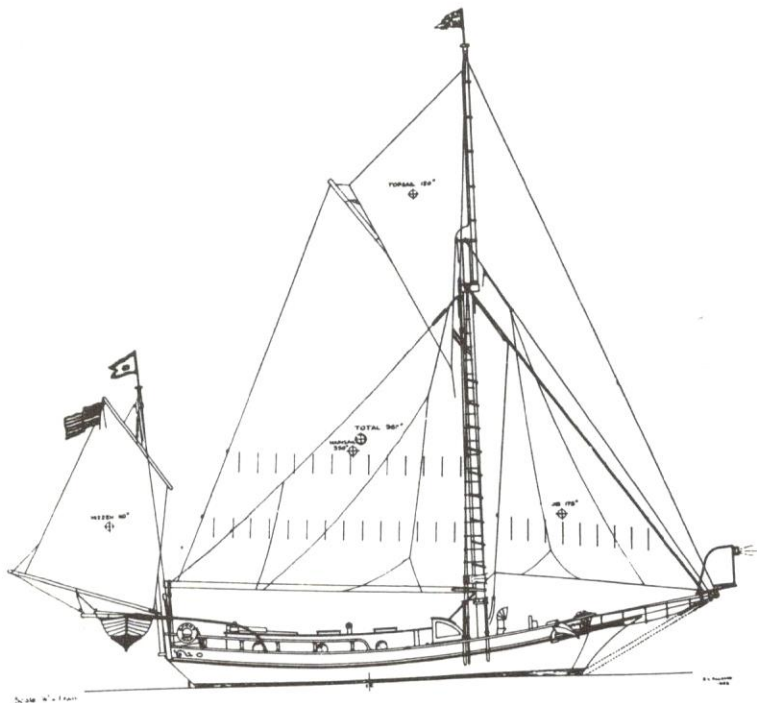
# THE SPRAY



VOLUME XXVI - NO. 1, JANUARY-JUNE, 1982

# THE SPRAY

Volume XXVI - No.1, January-June, 1982



Published by

## THE SLOCUM SOCIETY

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The Slocum Society is a non-profit corporation established in 1955 and incorporated in Hawaii on June 27, 1972 to record, encourage and support long distance passages in small boats. Membership is open to any interested person without prerequisite. Dues are on an annual basis and entitle members to all membership services for that year and to all issues of *The Spray* published for that year. Dues for regular members are U\$15.00 or the approximate equivalent in Australian Dollars, British Pounds, Canadian Dollars, Japanese Yen, New Zealand Dollars, South Africa Rand, or West German Marks. For cruising members and Senior Citizen members, there is a reduced annual rate of U\$10.00 or the equivalent in the above currencies. "*Cruising membership*" means members who are on an extended cruise away from their home waters. *Senior Citizen membership* means members who, through advanced age, sail only in the more protected waters of their arm chairs. In keeping with the honorable traditions of the sea, each member determines his or her own type of membership.

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

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Commodore..... Don Holm

Membership in the Slocum Society Sailing Club is open to all members of The Slocum Society who own a boat. The Sailing Club has neither rules nor dues but members fly the house flag of the last sailing line for which Captain Joshua Slocum worked. The flag is available from the Secretary for U\$8.00 or the equivalent in the above currencies, postpaid. Also, an embroidered crest which Sailing Club members may wish to sew on their favorite sailing jacket or blazer is available from the Secretary for U\$7.00 or the equivalent in the above currencies, postpaid.

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

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# Secretary's Comments

It's eight bells and a new watch is being called on deck. After four years on this stint (and a similar number of years on a previous stint) it is time to turn over the helm of the society. Dressing in his oil skins below decks is **Don Holm**, currently Commodore of the Slocum Society Sailing Club, who has volunteered to be our next Secretary. Home Port of the Slocum Society will move to Port Townsend during the winter of 1982-3 and at the annual meeting in early 1983 the membership will be asked to ratify this change. I know that the membership joins me in welcoming Don on board as our next secretary and pledges to give him the same enthusiastic support which I have received during the past four years.

But wait-one. You're not rid of me so easily. Don has asked me to become our new treasurer and handle the finances of the society for a couple of years while he gets to know the inner workings of the secretaryship. So, here are the changes to be made. Fore most matters of the society, write to:

Don Holm, Secretary  
THE SLOCUM SOCIETY  
P.O. Box 76  
Port Townsend, WA 98368 USA

For strictly financial matters, (dues, purchases of flags, crests, books, back issues, etc.) write to:

Neal T. Walker, Treasurer  
THE SLOCUM SOCIETY  
P.O. Box 1164  
Bellflower, CA 90706 USA

In looking back over my total of eight years at the helm of the society, I have only fond recollections. A listing of the good people I have had the pleasure to be in touch with would read very much like our membership list for that is what it is. On a representative basis, though, I remember **Charlie Glass**, our man in London whose association with the society predates mine by over a decade. There hasn't been an issue of THE SPRAY published during my term which did not contain a great deal of material sent in by Charlie. He was on top of the Fasnet disaster and he found a chap who crossed the English Channel in a bathtub. Another Englishman has also done major service for the society. **Mike Hardcastle** has largely been responsible for the growth in our membership in the United Kingdom from a very few in the early 70's when he took on the responsibilities of UK Treasurer to the present 100 members. **Konrad Ericksen**, our South African and South Atlantic Representative has built a solid reputation among cruising sailors calling at Cape Town. In addition to sending back reports for THE SPRAY of those cruising people on whom he has called, word has come back to your secretary of the numerous friendly gestures of Konrad.

A few years back when **Jim Roos** joined the society, his membership had been preceded by a host of favorable comments. What Konrad was doing for mariners visiting Cape Town, Jim was doing for mariners visiting Goat Island Marina in Newport, Rhode Island, USA. The "BOC Challenge - Alone Around" was lucky to get Jim on board and when I was there for the start of the race in August of this year I could see what everyone had meant.

For many members, THE SPRAY is the cement which holds the society together. It was first written in its present format by my good friend and our former secretary, **Jean-Charles Taupin**. When **Sandy McLeod** first agreed to "help out" with its publication and then later agreed to become out editor, I knew that cement was to be of quality stuff.

Last summer we chartered a group of five vessels in the Leeward Isles of Tahiti for a two week cruise, sailing under the flag of the Slocum Society. As we approached the pier at Vaitape, Bora Bora to present our "papers" to the gendarme, I was in the second vessel to land. **Al Cleveland**, skipper of the lead vessel stepped ashore to be greeted by S.S. member and my friend from Hilo, Hawaii days Penny Orr Brown. She had noticed the five Slocum Society flags. "Do you happen to know Neal Walker?", she asked Al who replied "yes, he's in that boat right there". Blew her mind! What a reunion we had.

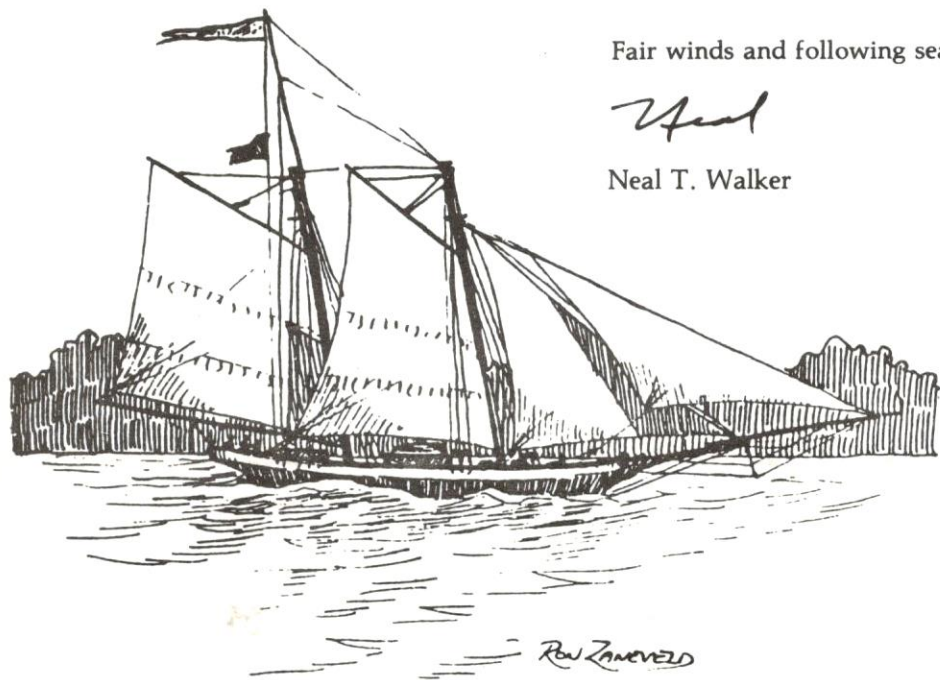
This past Thanksgiving a sleek, black sloop moored next to us in front of "The Bitter End" in Gorda Sound, British Virgin Islands. Naturally curious about the Slocum flags flying at the spreaders of each other's vessels, the skipper of PIPER rowed over. He introduced himself as **Gordon MacKenzie**, our Vinalhaven, Maine USA Port Captain. As we were a fair distance from there, I asked why he had left his post, to which he replied that he would be back as soon as the ice in the bay melted. Well, a lot of ice melted ashore during the next few days.

In-as-much as its impossible to personally thank each one of you for all you have done to make my two terms as secretary a most enjoyable undertaking, I hope that I will eventually be able to melt some ice with you in some far off port. Until then,

Fair winds and following seas,



Neal T. Walker





# Short Snorts

**Sharon and Terry Schultz** are completing the outfitting of the Islander 36 sloop *SLOOP* and hope to depart Dana Point, California, in August of 1982 for Mexico, Panama, and the United States East Coast. Terry is Staff Commodore of the Dana West Yacht Club in Dana Point.

**Tony Edler** of Fort Washington, Maryland, reports that his Westsail 32 *NASHA* is almost ready for his retirement cruise which will start next year. His radio call sign is KB3JY.

**Dale Scott** arrived in Hilo, Hawaii, on *CASINO* 27 days out of Cabo San Lucas, Baja California, in May of 1982. He reports that four days earlier *FANDANGO* had reached Hilo with Slocum Society members **Dick and Helen Dinkins** aboard. He also found that **Penny Orr Brown** of *SARABANDE* was making final preparations for a departure south.

**Bob Andrews** of Santa Paula, California, writes us that he has been upgrading his Dutch sloop *FIREFLY* with an eye to more extensive cruising. Bob, who has been up and down the west coast from Latitude 25 to around 40 North several times, has had sails recut for cruising, added new ones, and is testing new ideas. He says, "Despite one period in which I went through surgery and nearly had to sell the boat, I did bounce back because just owning a boat in itself gives one a sense of purpose. We cannot abandon our dreams, even if sometimes they might better be left as dreams." Bob continues, "Recently I took a 10-day cruise with my younger son Roger, and we were amazed at the livability and seaworthiness of our 26-foot wooden boat. In various anchorages, people were constantly popping over to visit in their dinghies, and the compliments paid her were genuine and sincere. Just knowing that she sailed over from Holland in 1960 makes me aware that the only thing holding us from another crossing is not my sturdy little craft; it is circumstances and the hedging of the skipper. E-vent-u-ally we will go, so help me." Bob, I am sure you will.

An ominous note came to us from **Duke Blakesley**. We evidently erred when we listed the name of his boat and Duke forcefully informs us that it is *LA LEGION*, named after the French Foreign Legion. Duke writes, "The Legion takes such mistakes seriously, legionnaires would not hesitate throwing me into the bay from the Quai Bir Hakeim, in old Papeete town. I would, of course, be first subjected to "La Pelote", a legion trick where the culprit is made to wear a steel helmet without liner and is equipped with a sack of stones on his back complete with wire shoulder straps. Even with "Rocket" swim fins, I would sink. Vive La Legion!" Duke, while you are down there, would you check my zincs? Seriously, Neal Walker accepts all responsibility for the error and is currently practicing swimming with lead swim fins.

**Jim and Jean Kirby** of Newport Beach, California, have been building a Bruce Roberts *SPRAY C* version (with an aft cabin) for the past two and one half years. It

was launched in July of 1981. They report that they now have installed a 1966 Mercedes 190 diesel. It is gaff rigged with a big drifter which moves it along quite nicely. They plan on leaving for Mexico in November of 1982.

*GLOOSCAP 11*, named after a god of the Mic Mac Indians of eastern Canada, has been purchased by **Ernest Hamilton**. He had previously owned *MYTH* which he had taken south in 1976-1977. Since acquiring *GLOOSCAP 11* he has made several singlehanded coastal cruises and hopes to take her to Bermuda in 1985.

**Hal and Margaret Roth** of *WHISPER* notified us that they had finally gotten away on a new sailing trip.

**Dr. Werner Mendel**, Professor in the Department of Psychiatry and Behavioral Sciences at the University of Southern California, attended the annual meeting of the Slocum Society in May and later informed us that he and Doris were scheduled to leave July 1st on a five year circumnavigation in *FREEDOM 5*, a Freedom 44. Their plan is to leave Marina del Rey for Alaska, cross the North Pacific to the Aleutians and Japan, and head south to Hong Kong, the South Pacific, New Zealand, and Australia. They subsequently plan to visit the west coast of Africa and thence through the Suez Canal to the Mediterranean, the Bosphorous, and the Black Sea.

A note from **Dick Justice**: *"AHOY! Let it be known that the Ad Hoc Meeting of the Ad Hoc China Sea Branch of the Slocum Society met at Taipei's Rainbow Guest House to quaff local beer and to discuss sailing from Keelung, North Taiwan, to the South Pacific during the present typhoon season. Among skipper-owners of the newly constructed Taiwan yachts were Ernest Chamberlain (Vagabond 42 VAGABOND) of London, England, and Dick Justice (C.C. Chen 32 foot double-ender LAZY LASS) of Guam, Mariana Islands. Ernest leaves for London while Dick sails away today for the South Pacific via his home port of Guam."*

**Thelma Holt's** *LOUISE MALVINA* is currently being built by Edey and Duff in Massachusetts. It is a 40 foot Bird of Dawning designed by **Philip Bolger**, yawl rigged with tabernacled masts. It draws two feet with the lee boards raised.

**Art Steiner** points out that **Joshua Slocum** was born on February 20 and that Art's insurance agency covers many yachts and yachtsmen, a large proportion of which have birth dates in mid-February. He wonders if the Slocum Society membership reflects the same kind of relationship?

**Cecil and Joan Ishee** are building a 33 foot replica of the *SPRAY*. It is a three quarter size model with a 12 foot beam.

**Heidi Meeker** (former editor of *"The Spray"*) and **Steve Adelman** wrote that they just survived a legislative session and the finishing of school. Steve is hoping to find a steam engine vessel to run on Lake Michigan.

**Rudy and Mae Cook** recently returned from a cruise from Montego Bay to Marina del Rey, California, by way of the San Blas Islands (the highlight of the trip), Portobello, Colon, and Panama City on an Endeavor 43 owned by friends, the **Don Seltzers**. The Cooks report the weather was beautiful, the Canal interesting but easier and less trouble than expected, and all in all the trip was very pleasant.

**Tom and Bonnie Menaker** spent a delightful summer cruising the Chesapeake on their Endeavor *ELAN*. They hope to return to their home on Marco Island, Florida, in the fall and then head to St. Maarten and the Leeward Islands before Christmas.

**Gordon MacKenzie** writes that a Slocum Society guest mooring is now in place in Carver's Harbour, Vinalhaven, Maine. Gordon is rebuilding his home and living aboard *PIPER* in the harbor. He plans to leave for the Virgin Islands in September. "June weather awful, July beautiful! That's Maine."

In May **John Boase** reported the first sailing winter in his memory. "Splendid here with the manatees, porpoise, eagles and myriad other birds, fowl and human. Can this be paradise?" Should we let out the news that John is in Bokeelia, Florida?

**Jim and Joan Stewart** returned to Virginia after a three week passage to Bermuda and back on their *TORTUGA*. They had guests meet them in Bermuda for the return passage. Jim commented, "Sorry, no bad tales to tell." Good.

**Murray and Ann Ginsburg** of Miami report that after fourteen months of sailing four days a week in local waters they are just beginning to learn that they really have no knowledge of the "art" of sailing. They expect to make their first crossing to Bimini in the Bahamas in their newly acquired *Catalina 27 SEMPER ATTEMPTA II* in late July or early August.

**James Bandy** at Horn Point Marina, Annapolis, Maryland, would like to meet any Slocum Society members on the Chesapeake. He lives aboard his *Alberg 37 ALSO* which he is preparing for extended cruising. His projected departure date is the fall of 1984 and he is still looking for a first mate. He finds the Chesapeake beautiful but is looking forward to the islands.

**Verb and Lorene Freeman** are now retired and plan to cruise to the South Pacific and possibly all the way around on their 48 foot cutter *GUITAR*. They promise to keep us posted.

3

The Society received a beautiful postcard from **Ken Roper** in Hawaii, postmarked Hanalei. He singlehanded from Los Angeles and plans to head back in August when weather, boat, and skipper feel right. Ken says, "The Society flag looks good flying from my masthead in this beautiful bay."

**Marv Miller** writes from Whangarei, New Zealand, that the cruise has been good so far and New Zealand is a good place for yachting with great anchorages. He has just installed a satellite navigation set plus radar. Marv had a bit of a scare in the lower Cooks due to overcast sky and bad currents. The new equipment should help when sailing on cloudy days among the reefs. He is currently getting ready to leave for Tonga.

**Earl Hinz** writes from Ponape, Micronesia, that he and his wife departed Honolulu late in March aboard *HORIZON* and touched at Majuro and Jaluit in the Marshals and Kosrae before Ponape in Micronesia. He comments, "Winds have been light and box the compass but are predominantly easterly in direction. Rain falls almost every day and the humidity is always high. We have now gone as far west as we will go stopping short of the Truk Islands because of recent attacks on yachts and the typhoon season." Probably next port of call: Tarawa, Kiribati. Earl is author of that fine volume, "Landfalls of Paradise: The Guide to Pacific Islands."

**Dori and Harry Haynes** sailed *WINDBIRD* from San Diego to San Carlos (near Guamas, Mexico) in late November of 1981 in a very fast 15½ days, too fast for pleasure as they said. They planned to cruise the Sea of Cortez and the Mexican mainland coast during the spring and bring *WINDBIRD* back to San Carlos for the summer.

Jack and Jacquie Randall continued their odyssey on HALCYON. Making their way up the California coast from San Diego, they made numerous stops on their way to Ranier, Oregon. They report crossing the bars at Noyo, Tillamook, Newport, and "The River" without major incident. "Scary but tide and timing were the key." Jack and Jacquie said Noyo Basin was great and well run by a harbor mistress; Newport was excellent and friendly at the new Embarcadero complex; Tillamook was "hairy" and the Coast Guard was inspecting everything that floated; and the Columbia River so-so but the facilities at Astoria were a joke. The Randalls are off to the San Juans soon.

Has the Slocum Society flag been flown in China before? That is the question Ken Schutter raises. He headed south from Port Townsend, Washington, last June for San Diego and then planned to sail the southern route to China via the Marquesas, Tahiti, and the Cooks. Ken will follow no particular time schedule on his voyage but we at "The Spray" will look forward to hearing from him in the future.

Dr. Robert Hare, now finished with Awl-Gripping his topsides, is planning an extended cruise "Down East" during the latter part of July and in October will leave for Florida and the Bahamas.

From Chatham, England comes the salutation of "Fair Winds and a Dry Bilge to All Members" from John Brown, who is building a two-thirds version of the SPRAY from lines taken from "The Book." It will be around 25 feet by 10 feet by 3 feet, a gaff-rigged cutter with about 480 square feet of sail. The planking is 1 inch larch with frames the same wood, 2 by 3½ on 12 inch centers. The sails will be hand-sewn Duradon, a kind of synthetic flax, which John states is much easier to work than other synthetics. He hopes to be sailing by mid-1983 when he is due for retirement. John began hoping to build a verison of the SPRAY 30 years ago; now he is looking forward to cruising the east coast of the United States. We hope to see you over here, John.

4

Ray Baird was recently transferred to Ft. Gordon, Georgia. It was as close to the ocean as he could get the Army to assign him. He reports he will have to be content with freshwater lake sailing for a year or so and then hopefully he will be able to get a boat in the Savannah area.

The Rawson 30 MAKAIRA of Patricia Conner and Linn Johnson was making its way north to Alaska this summer, to at least Ketchikan and hopefully Glacier Bay (depending on time). The skippers report it is slow going with the wind on the nose and motoring the norm. They plan to head back to San Francisco in September, two years after they left that city. During that time they have visited Mexico, Hawaii, Seattle (to work for a winter), and now to Alaska. Once back in San Francisco they will work and decide when and where their next cruise will be.

Pat and Dave Powell's Contessa 26 KERRY DANCER has danced over 4100 miles since June of 1981. They left Midland in Georgian Bay and traveled Lake Huron, Lake Erie, Lake Ontario, and the St. Lawrence River to Sorel, Quebec, where they headed south via Riviere Richelieu and Lake Champlain into the Hudson River. On the Hudson they joined other "northern birds" and headed to the Jersey coast, Delaware Bay, the Chesapeake, and took the I.C.W. to Florida. By July they

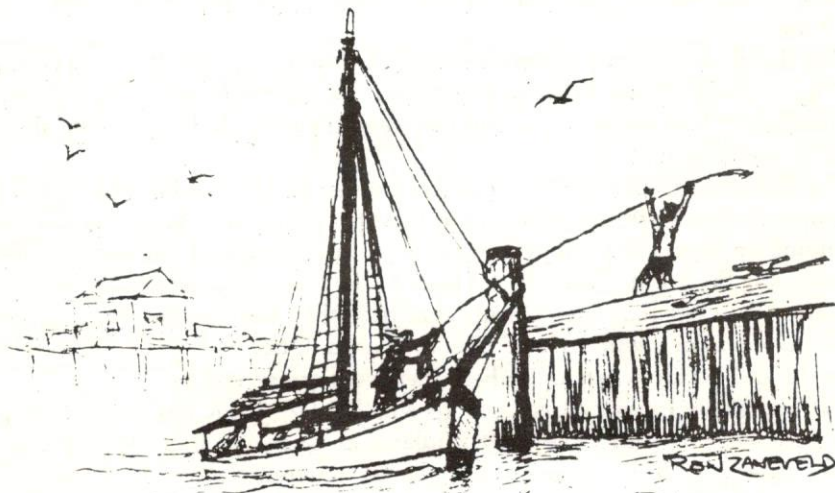
were enjoying their fifth month in the Bahamas. Pat and Dave stated, "Our Slocum flag attracts questions everywhere."

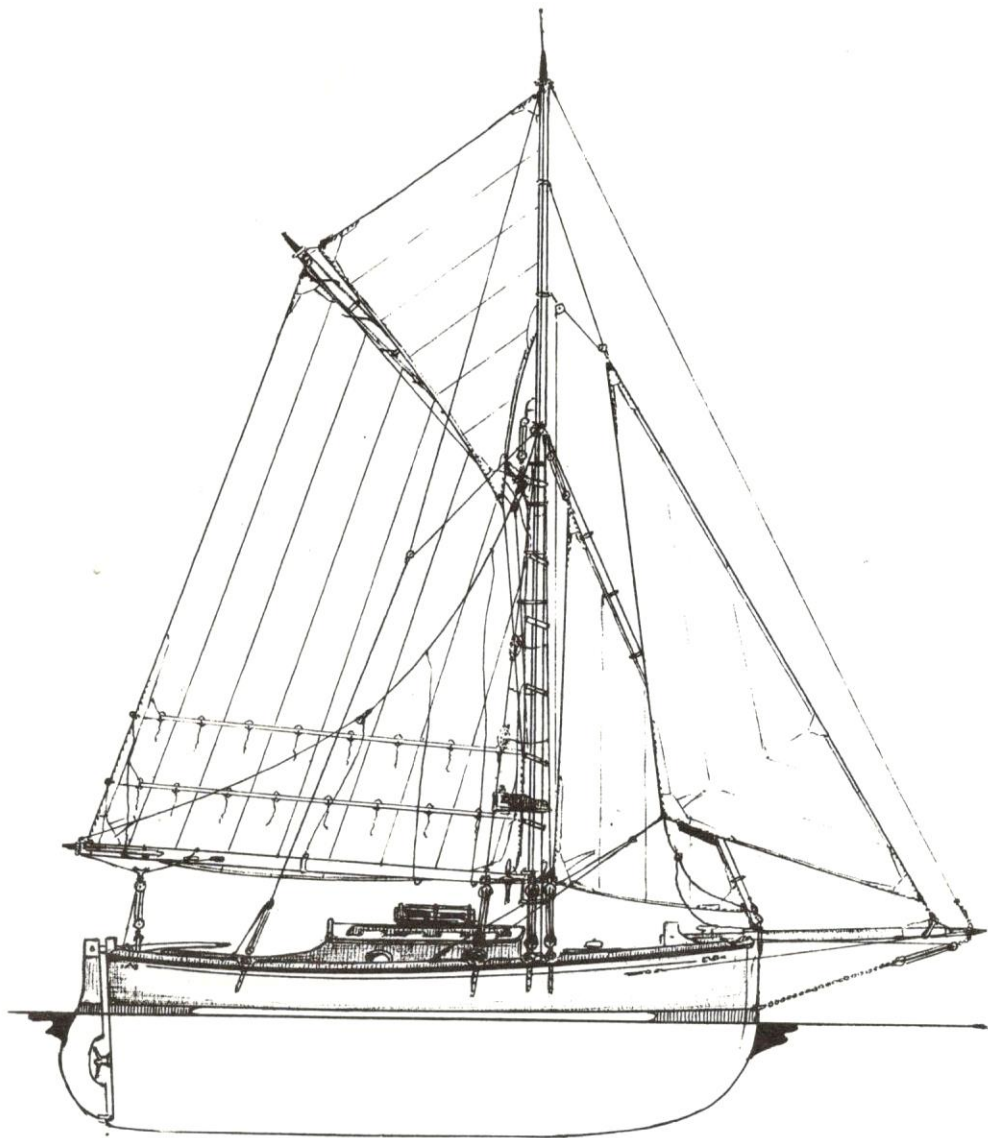
**George Farre** participated in the Marion-Bermuda Race last year and then sailed in Chesapeake Bay. This year, after finishing some work on *YARA* (sandblasting the deck), he was off to Bermuda again and made a singlehanded return. This fall it is up to Martha's Vineyard and preparation for next year's trip to Norway. Keep us posted, George.

**David Hatch** noted that he has purchased a second Tahiti ketch, evidently without selling the first one. As David says, "Who else owns two at once; madness." Most sailors will understand.

**Phil Shea's** recent card said that his 20 year old sloop *PETIT PASSAGE* had been sold and replaced by the new *GRAND PASSAGE*, the latter being more appropriately named. That is the name of the channel between Long and Brian Islands in Nova Scotia where the Slocum Society plaque and cairn recall Capt. Slocum's boyhood and which is also Phil's family home.

(**Editor's Note:** We had an unusually large number of "Short Snorts" this time around. Our thanks to you who sent in notes. Don't stop. We also had several cards which made my male Siamese cat, **Neko**, absolutely euphoric. He usually isn't this happy unless he is sprawled on the boom of *KUAN-IN* surveying the Happy Hour scene. Whatever it is, he thanks you too. I've been sniffing stacks of these cards for hours now and debating if I should start licking...)





6

"TOM TIT."  
1894.

*John Atkins*

# Correspondent Reports

## Robin McMillan

Sue and Mark Boyle are presently tied up in the town basin at Whangarei, preparing for the trip to some of the Pacific islands and then on to Australia in WAKARERE. Also in the basin are two other Slocum Society members: **Ian Butcher** in STRIDER and **Peter Clausen** in MANAROA. To the south in Auckland is **Jacques Moreau** and his wife **Madeleine** on LUDMAJA. Robin informed Jacques and Madeleine of the presence of the other members in Whangarei and when the Moreaus cruise north to Great Barrier Island and Whangarei they will contact them.

Sue Boyle told Robin that she and Mark bought WAKARERE late in 1978 in Picton. WAKARERE had been built in Picton in 1939 for a **Dr. Elliott** of Wellington, a surgeon who was at one time Commodore of the Royal Port Nicholson Yacht Club. Dr. Elliott removed Robin's tonsils about 20 years ago.

Sue commented to Robin, *"I had had no experience sailing and Mark had sailed just a little, but he has been on the sea most of his working life as a fisherman. We sailed Tasman Bay for the summer periods and during the winters we completely refitted the interior and did alterations to the outside."*

7 *"We have lived aboard for a year in what is known as "The Mudhole" in Nelson. This is where we got to know **Peter Clausen, Ian Butcher, and Wendy and Richard Farley**. We have had many hold-ups before finally leaving for Northland on the start of our cruise. We left four days after Peter and planned to meet him in Russel, which we did. On the way up we had headwinds of around 25 to 30 knots and the decks leaked enough to make it uncomfortable, but we made it to Port Manganui in four and a half days, where we dried most of our possessions. Since then we have made our way slowly down the coast with MANAROA to Whangarei where we are preparing the yacht for an offshore survey."*

## Doug Peck

Doug reports that the First Annual Gulf Solo Race from Tampa Bay to the Dry Tortugas was a great success and that everyone who went this year is planning on entering next year. This is a 200 nautical mile race from Tampa Bay to the Dry Tortugas Keys, 65 miles west of Key West. There were 15 starters, five in the Single Hander Division and ten in the Double Hander. The race was sailed in light to moderate SE winds with seven of the boats (including Doug) going west of the rhumb line and being caught in an 18 hour hole. They finally abandoned the race and motored in DNF. The race started at 1500 Friday, May 21, and on Sunday evening, with all the boats in, an informal party was held on the beach and trophies

were handed out. Winners in the Singlehanders Division were **John Denton** in *CADENZA*, a J-30, followed by **John Baur** in the Morgan 30 *WANDERSCHAFT* and **Glenn Henderson** in *GUSTO*, an Ohlson 31. The Doublehanders Division was won by **Billy Johnson** and **Pat Johnson** in the Irwin 38 *THUNDER*. Second was *GLASS SLIPPER*, an S-7.9 sailed by **Jim Moore** and **Don Sicking**. *SEA DOGS*, an Irwin 38 sailed by **Jack Zoller** and **Alice Zoller**, was third.

## Ludo Van Leeuwen

**Father Ludo** reports that he attempted twice to sail back to Alaska during the summer of 1982 but was frustrated each time by engine failures. The first time he suffered a near shipwreck at Cape Beale on the west coast of Vancouver Island when his (10 horsepower) Volvo inboard broke loose from its mounts in a vicious, oily swell. With no wind or power *WIJNANDA* drifted safely into a tiny cover known locally as "Dead Man's Cove." After failing to bushwhack his way out he turned on his EPIRB and CB and was able to raise a fishing boat on the latter. They contacted the Bamfield Lifeboat Station which in turn succeeded in the risky act of towing *WIJNANDA* to safety. Ludo points out that no one heard his EPIRB!

After two weeks of repair work Ludo left again but off Cape Estovan the starter-generator packed up. He landed at Hot Springs where he managed to repair the recalcitrant machinery and then motor sailed back to Bamfield and another two week delay. Rather than start back towards Alaska he finished the summer cruising Barkley Sound in beautiful weather. Next year he intends to try north again but will go through the Inland Passage and return offshore with the prevailing winds.

Some of Father Ludo's comments: "*The West coast of Vancouver Island is called "Shipwreck Coast." It is a lee-coast with vicious cross-current swells. Fog and rain and one should carry the best detailed charts because of the numerous reefs and rocks one must navigate through to peaceful inlets and bays.*" "*The B.C. coast is so enormous you will never see it all in a lifetime.*" "*All fishboats here have radar; does that tell you something?*" "*Take my hat off to the 34 men and women in the singlehanded circumnavigation!*"

## Derek Wilson

Our Roving Correspondent **Derek Wilson** sent us an informative note the other day. **Toma Gosselin**, **Bob McAtee**, and Derek left Long Beach, California, in March of 1982 aboard *HOMER*, a Kettenburg 40 built in 1961. They spent their first month in Cabo San Lucas and Puerto Vallarta. While in Cabo San Lucas they met Slocum Society member **Burwell Taylor** of *VINGILOT*. Derek commented that "*it was truly a joy spending time with this interesting man.*"

"*Cabo, as all too many know, is beautiful and worth the sail. Puerto Vallarta, on the other hand, is worth avoiding. At least that was the general opinion of HOMER. Sailing down the coast was eventful, to say the least. We ran with*



something around 55 to 60 knots of wind for a day and a half and our sailing education was intensified rather abruptly. However, HOMER was a champ. So onward we sailed -- crossing the Pacific to the Marquesas Islands in a paltry 27 days. We were stuck in the doldrums for eight or nine days. But, the Marquesas Islands -- Nuku Hiva -- are beautiful. Truly Paradise. It'll be tough getting excited about Catalina again."

"We spent three weeks in the Marquesas Islands before pushing on to the Tuomotu. The Tuomotus are wonderful. I can't say enough about the beauty of these islands atolls. I only regret that we didn't have more time to spend there. Finally we pushed on to Tahiti, which is fine."

"Our travels have been fun, exciting, and safe. There have been a few boats out here that have experienced some problems -- broken rudder, sheared boom, reefed, but they've all survived and continue to push on. In Tahiti, I flew home to get married and will return in August. I suspect that we'll sail around the French Polynesia area for about a year and then head up to Hawaii. We expect to sail back to Northern California in August of 1983."

"It's truly amazing how much we've learned on board HOMER. Having a wooden boat provides lots of work and common sense problems. But it is certainly not prohibitive and I'd suggest an older boat to anyone who doesn't have an excess of money. We didn't have much experience in anything related to boats and yet we've found that with the will to learn anything is possible."

9 "My personal suggestions to anyone heading for the South Pacific is don't race past the Marquesas and Tuomotus to get to Tahiti. Take your time. And enjoy. Take lots of peanut butter and rum. Don't expect an excess of culinary delights in French Polynesia. Learn how to fish before you leave. Provision your boat with twice as much as you thought you might need. Have two of everything. Relax."

## Desmond Nicholson

**Tom Hodgins**, a former Canadian educator, first arrived in Antigua in June of 1974 in his 31 foot steel Brabant sloop *GAY LUCILLE*, having left the United Kingdom in July of 1973. While waiting here for his crew he busied himself lettering boats, dinghies, and life rings, exhibiting a newly discovered talent. He left heading west.

In June of 1977 *GAY LUCILLE*, in her bright yellow and orange colors, again entered English Harbour. When asked where he had been he succinctly replied, "around the world and without a gale at sea." According to Tom, the highlights of the trip were the eight days spent with **Tom Neale**, the hermit of Suvarov, who spent 20 years alone on the out-of-the-way atoll 700 miles west of Bora Bora and the time in Bali, Indonesia, with its oriental customs and friendly, happy people. The most traumatic experience was the rounding unscathed of the Cape of Good Hope and the getting ready for the down-hill run back to the West Indies.

Tom spent nine months in Antigua, sign-painting and revising his travel notes to be presented to his children under the title "Around the World without a Gale."

He left here in April of 1978 heading north. We were saddened to hear a month later that *GAY LUCILLE* had been totally wrecked on the infamous Anegada Reef, resting in company with over 300 other ships. She was uninsured.

Surprisingly, in May of 1982 a yellow and orange boat reappeared in English Harbour. It was Tom with another 31 foot boat, an English Golden Hind, named *LUCILLE TWO*. He informed us that he had spent the previous four years doing some skippering in the Virgin Islands and sign-painting in Tortola and St. Thomas. He now had another boat and sufficient funds to continue sailing. He is waiting here in Antigua for crew and getting ready to push off into the Pacific once again. We wish him well in his travels but will miss that "little yellow boat that paints signs."

**Tom Haynes**, a 60 year old singlehander who left San Diego, California, in a *Nor'Sea 27* on February 27, 1981, has spent the past five months at the Old Dockyard at English Harbour "enjoying the delights of Antigua." He reports he had a comfortable and delightful voyage and notes that the new modern sailboats are so much more comfortable and forgiving than the deep draft, long keel vessels of old. The Monitor windvane did all the steering on all points of sail, even running at 3½ knots under bare poles in a two day gale.

The high point of the voyage was the four month period spent in Costa Rica. Tom found Kingston, Jamaica, delightful and the Ponce Yacht Club in Puerto Rico was the friendliest he has ever seen. He also cruised the Virgins, St. Maarten, St. Barts, and finally Antigua. The original plan had been to explore the canals of Europe and later the Mediterranean. He reported that the sailing had been so delightful that the plan is now expanding so that he has to decide whether to go Europe westabout or eastabout.

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## Konrad Eriksen

Our man in Cape Town, **Konrad Eriksen**, sent us a full mail bag for this issue.

**Horst Timmreck**, an Honorary Member of the Slocum Society, called at Cape Town in his 9.5 meter steel sloop *BRIGITTE* in December of 1981. Horst has singlehanded east-west non-stop around the world via five capes: Cape of Good Hope, South of Tasmania, South of Steward Island, New Zealand, South of Cape Horn, south of Cape of Good Hope. Horst's next port of call was to be Punta del Este, Uruguay. Congratulations is too weak a word for this extraordinary man of the sea.

**Patrick Dalais** and **Bernard Chasteau** sailed the very trim 35 foot wooden sloop *SLOCUM* into Cape Town in February of 1982 from Mauritius bound for St. Helena. They took 11 days to reach Durban from La Reunion and were caught in a 50-60 knot gale one day before reaching their destination. They were able to pass Cape Agulhas with a light genoa only and were very happy to be in Cape Town.

**Tom Moga** on the 51 foot schooner *IWALANI* reached Cape Town in March of 1982 after leaving California in June of 1980. The Hong Kong-built vessel (but not a Hong Kong-built skipper, I assume) is in the midst of a three year circumnavigation.

*MARIA*, a Tahiti ketch sailed by **Ludomir Maczwa** of Poland, recently reached

Cape Town. The skipper commented that the Cape of Good Hope is really second only to Cape Horn.

The Columbia 50 *RAPTURE*, sailed by **Paul Saarman** of San Francisco, is in the midst of a circumnavigation which began early in 1980 in the City by the Bay. Saarman sailed to Hawaii, through the South Pacific to Australia, up to Indonesia, and across the Indian Ocean to South Africa. He plans on being back in San Francisco by mid-1982.

**Stig Eriksson** of the Nautor 43 ketch *DIANA III* is in the process of completing a westabout circumnavigation. Stig left Jakobstad, Finland, in June of 1979 and reached Cape Town in December, 1981. He commented, "*It will be with grief in our heart that we leave this beautiful country but the trip must go on back to Finland.*"

**David Scott Cowper**, sailing singlehanded around the world from east to west in his 41 foot aluminum *OCEAN BOUND*, stopped at Royal Cape Yacht Club for a week before setting off to England. David is also attempting a fast run to England from Cape Town. This is the last lap of his circumnavigation during which he sailed westabout around all four capes. *OCEAN BOUND* arrived in Cape Town in March of 1982. In 1979 David finished a west to east circumnavigation. Now he is going the other way. He said, "*I'm a Pisces -- the sign of two fish going in the opposite directions -- and I'm following my stars by doing the same thing.*"

11 **Paul Rodgers**, a London journalist sailing singlehanded, arrived in Cape Town during March, 1982, on his 56 foot staysail schooner *SPIRIT OF PENTAX*. Paul was attempting to sail twice around the world nonstop west-to-east but unfortunately was dogged by rudder and other problems (including a broken rib) as well as bad weather in the Southern Ocean. He was pleased to be in Cape Town for a rest and the sunshine. Repairs were carried out on *SPIRIT OF PENTAX* at the Royal Cape Yacht Club and Paul decided to head for England in a bid to set a speed record between Table Bay and the Lizard. He sailed from Table Bay on 14 April 1982 at 11h05 GMT. He was timed at the start by a representative of the Slocum Society.

**James and Laurel Nelson** of the 26 foot *LAUREL JAMES* reached Cape Town in mid-1981. They said, "*The LAUREL JAMES disembarked on a Round the World cruise August 15, 1978. Always moving westward slowly, surely with our modicum of comfort. We use sheet to tiller self steering, work at writing, waitressing, boat repair and sometimes teaching. It has been an adventure of a lifetime for us never regretted, never forgotten. We have come more or less the same way Robin Graham went and hope to finish in June of 1982. South Africa has been a fitting close to our saga. The people here, as everywhere, have been fantastic. So many, many friends, so much love.*"

*KISKADEE*, a 46 foot Wharram catamaran built by skippers **Harold and Wendy Goddard** of plywood and fiberglass in Vancouver, British Columbia, reached Cape Town in February of 1982 with a crew of five, including three children. The skippers stated, "*All aboard are Barbadians heading home. KISKADEE has been safe, wonderful for kids and a wonderful sea boat and has given us no problems.*" The Goddards left Vancouver in 1977 and sailed the South Pacific and across the Indian Ocean to Cape Town.

Slocum Society member **Misha Sperka** reached Cape Town in his 14.93 meter yawl *HIKAROA* in January of 1982. Misha has been cruising extensively since 1971

in both the Atlantic and Pacific as well as the Mediterranean. Directly prior to reaching Cape Town he came across the Indian Ocean from Sri Lanka. The list of places visited by Misha in the past decade looks like a table of contents from an atlas.

*CANOPUS*, a 30 foot bilge keel sloop designed by **Maurice Griffiths**, is embarking on a lengthy voyage under its skipper **T.L. Peagam**. Plans include sailing to the West Indies and Florida, up the Intracoastal Waterway to New York, along the Hudson River to the Great Lakes, eventually back across the Atlantic to the Mediterranean and then up the Rhone into various European waterways to Denmark and the Baltic. If caught in winter weather the boat will be left with friends in Copenhagen and cruising will be resumed the following summer. Alternatively, *CANOPUS* could be left in the Med or the United States. If the latter occurs, the plan is to go from the Great Lakes down the Mississippi River to eventually winter in the Florida area.

Singlehander **Brad Storm** reached Cape Town in his Albin Vega 27 *DREAM WEAVER* in January of 1982. Brad stated, "*Left Seattle singlehanded in September of 1977 at the age of 19 sailing down the west coast of America and then across to Marquesas, Societies, Tonga, Fiji, New Hebrides, Brisbane, Australia, and then back to Fiji beating across strong headwinds for 31 days.*" Brad snapped his rudder and cracked his hull in seven places. He spent two months making repairs in Fiji and sailed back to Australia where he worked for eight months. Leaving Australia, he made a non-stop 49 day passage from Cairns to Mauritius and thence to South Africa. He spent 11 months in Durban and plans to head for the Caribbean where he will stay for a year before returning to Seattle via Panama and Hawaii. Once in Seattle, "*I can start again.*"

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Slocum Society member **Rex Allen** with wife **Joan** and daughter **Pam** arrived in Cape Town in February aboard their Downeaster 32 cutter *TAVARUA* during their westabout cruise which began in San Francisco on July 29, 1979. The Allens spent considerable time in the southwest Pacific on their way to South Africa. Their next port of call is St. Helena.

**John Walker's** *GUSTO*, a Pearson 41, left her home port of Solomons, Maryland, in October of 1979, and headed south, eventually transiting the Panama Canal to the Galapagos and points west. John noted that "*We were privileged to have various friends and family take turns joining us for the first 1½ years of our voyage.*" He plans to head for St. Helena after Cape Town.

*RED ADMIRAL*, a 39 foot Colin Archer design gaff-rigged ketch built of ferrocement, reached Cape Town in February. The skippers, **D.F. Hoff** and **S.G. Hoff** of Bergen left Norway in 1977 on their circumnavigation. Working for periods of time in some places, they visited the Barbados, transited the Panama Canal, touched at Easter Island, Pitcairn, Tahiti, New Zealand, New Caledonia, the Solomons, Australia, and Bali before crossing to South Africa. They are on their way back to Norway via Brazil, the Barbados, the Azores, and the United Kingdom. They started as a family of four (two children) and had another child in New Zealand. The children are now ages 1½, 8 and 9.

**William Harrison** and his wife, **Jini**, left Redondo Beach, California, on January 13, 1976, in their 30 foot Tahiti ketch *DARU*, which is mahogany planked on oak

ribs. They have spent considerable time in the southwest Pacific and Southeast Asia during the course of their proposed circumnavigation. After Cape Town they may go to Brazil and thence to the Caribbean. The Harrison's son lives in Maryland and that may be a side trip for them. Eventually they plan on transiting the Panama Canal and tying the knot (in terms of circumnavigation) in Acapulco.

*SURFER GIRL*, a ferrocement 40 footer singlehanded by **Robin Davie**, took the clipper route from Falmouth, England, to Cape Town. Robin noted several gales crossing the Bay of Biscay and gale force northerlies from Cape Finisterre to the Canaries during October of 1981. The northeast trades were light and the Doldrums stretched from 10°N to 2°N. He crossed the Equator at 19°W and faced light and variable winds and long periods of calms the balance of the way to Cape Town.

**John Allen's** *CHIANTI*, a 39 foot plywood yawl from Auckland, reached Cape Town in January. John left Auckland in April of 1981. His future plans are not yet formulated but he hopes to continue on to the West Indies and the United Kingdom at some stage. *CHIANTI* has a crew of three.

**Werner Kolpek** went to South Africa with the intention of buying a yacht and within three days found *NIMBUS*, an 8.40 meter hard chine, stripped planked cutter. After making her shipshape he sailed for Cape Town. In the process a gale stove in his stern hatch cover and he lost his mast. He arrived in Cape Town under jury rig (half a mast, a foresail, and a spinnaker). Werner intends to singlehand *NIMBUS* to St. Helena.

13 *TWIGGY*, a 31 foot trimaran skippered by **Ian Johnston**, was built in Tasmania with the thought in mind of competing in the OSTAR. She was raced extensively up and down the east coast of Australia and then cruised to Cape Town. Ian hopes to sail *TWIGGY* (ex-*STAMINADE*) to Plymouth via St. Helena and the Azores. He hopes to compete in the 'Round Britain Race.

**Diana and Mike Garside** and their two children are completing the last leg of a circumnavigation which began when they left England in 1980. They are sailing the 33 foot sloop *WHITE ROSE OF LASTINGHAM*. The skippers said, "*The aim of the voyage has been to undertake a two year circumnavigation as a family adventure. The yacht was built for the voyage. We had little or no cruising experience before we departed. All so far, d.v., has gone according to plan.*"

**David T. Sinnett-Jones** set sail from Wales in August of 1981, intent on singlehanded his 26 foot sloop *ZANE II* to Durban. He was forced in at Tenerife for repairs, and became ill, necessitating a quick trip home by plane for a medical check. While there he asked a friend, **Chris Rudel**, to join him for a run to Cape Town via the clipper route. They sailed from Tenerife to Recife and then on to Cape Town. In the process they encountered five gales and two storms. They arrived in Cape Town with 20 gallons of water on hand (out of 69; they failed to catch any on their last leg) and approximately five weeks supply of tinned food. David reports they did run out of scotch, gin, coffee, tea, and butter.

*BESS*, skippered by **Karl and Gail de Haan**, is a 10.5 meter Colin Archer design double-ender rigged as a gaff ketch. Its hull is composed of oak frames, pitch pine, teak, and fiberglass sheeting. The de Haans said, "*BESS was built by A.A. Varild in Larvik, Norway, for a Norwegian family named Nilsen in Port Elizabeth and delivered in Algoa Bay as the first yacht in the harbor in 1929. She was used for*

fishing and during the war as a supply tender from shore to ships. BESS has had several different owners and was put on the hard for several years and stripped of her copper bottom because of financial circumstances at one point. She was bought in 1970 and refitted by **Mr. and Mrs. Wassermann** of Germany and cruised around the world from 1973 to 1976. BESS was awarded the Gordon Burn Wood Trophy for its Trans Pacific crossing. She was later left in Port Elizabeth on a mooring to gather dirt and growth for more than three years. We found Old BESS and refitted her once more and have spent two years getting the old glory back again as she stands today. With a "like-new" boat we hope to cross many oceans mainly for photographic expeditions. My wife and navigator Gail is a South African born in Johannesburg. Karl, born in Indonesia and Dutch, was also launched in 1929. We are professional photographers and BESS is our workshop."

**Walt Wilson** left Portland, Oregon, in 1977 in his Cascade 29 *EUPHORIA*. Cruising down the west coast of North America, he went west to Hawaii and southwest to Australia, eventually coming to South Africa. He said, "I'm on a slow cruise. When I left I planned on going only to Mexico and Hawaii but the sunshine and interesting people and places have lured me onward." Walt, a singlehander, plans on heading for Florida and spending some time in the Caribbean. After that, "who knows where."

*GEORDIE BAY*, a 34 foot sloop sailed by **Mark Taylor** and **Peter Kohlen**, departed Perth in May of 1981 in the Fremantle to Bali Yacht Race. From Bali the skippers turned west and reached Cape Town in January of 1982. They plan to complete a circumnavigation by heading to the Caribbean and then to Panama, Mexico, the Pacific, Sydney, and finally again to Perth.

**Brian O'Donoghue** is sailing the Roberts 34 *GAMBLE GOLD* on the final leg of a circumnavigation which began when he left the U.K. in October of 1980. He has traveled the Caribbean, Panama, Marquesas, Tahiti, Tonga, Fiji, Australia, Christmas and Cocos, Mauritius, Durban route. He plans to return to the U.K. in mid-1982.

*SOFT*, a 12.07 meter Joshua design is being delivered by **Sven Vogel** from New Caledonia to Sweden. Sven left Noumea in early July and reached Cape Town on December 30, 1981. From Cape Town he will head for St. Helena, the West Indies, the Azores, and Sweden.

*CHARLOTTE*, a 41 foot double ended steel cutter sailed by **Graham Drew** is on its way from Beira, Mozambique to, tentatively, the Cayman Islands. Graham's eventual destination is unknown but he plans on calling at St. Helena and perhaps Ascension enroute to the Caribbean.

**Bengt Engleheart** is sailing *BARK II*, a 10.6 meter ketch from Manila and Hong Kong to its eventual destination, Sweden. He reached Cape Town in January.

**R.H. Fraser** of the 32 foot Centurion sloop *PEER GYNT* is proceeding to the French West Indies and the British Virgin Islands and then to Florida, the Chesapeake Bay area, and Maine.

*WANDERING STAR*, an Endurance 37 skippered by **Trevor Richards**, is enroute to the Caribbean and then up the Intracoastal Waterway to Chesapeake Bay before a planned return to the West Indies and through the Panama Canal to the

South Pacific, New Zealand, and Australia. Trevor plans to return home to Cape Town possibly in 1986.

**Dr. Halger Dietz** and **Paul Rybka** have sailed their Taos 34 sloop *SIGIRIYA* from Colombo, Sri Lanka, to India, the Maldive Islands, Chagos, Mauritius, La Reunion, and Durban. They reached Cape Town in January and are headed for St. Helena.

*PURSUIT*, a Morgan 31 sailed by **E.G. Bonnet** and **F.C. Bonnet**, is on its way to St. Helena. The owner/skippers are on a 15 month sabbatical to the West Indies and the eastern seaboard the of the United States before returning to Durban.

**Jan Bagge** is heading for St. Helena in his Rival 31 sloop.

*SABBATICAL*, a Westsail 32 cutter sailed by **Jim Kehaston**, left Seattle in August of 1979 and will be in Florida by July of 1982. Jim sailed along the Mexican coast and then westabout through the South Pacific, New Zealand, Australia, and the Indian Ocean.

**Luke van Wyk** is looking forward to the trades after sailing his Lello 34 *KEI-ONA* from Durban. The weather was 50 percent rough with high winds and 50 percent fair and nice sailing. *KEI-ONA* is proving to be a seaworthy boat.

*HERO*, registered in Portsmouth, New Hampshire, a 42 foot cutter built in Taiwan in 1976, reached Cape Town from Durban. **Richard Holcombe**, the skipper, said he failed to see the Flying Dutchman and is looking for better weather in the Atlantic.

15 *SANDY GOANNA*, a 32 foot steel sloop sailed by **Paul Vitko**, departed Darwin, Australia in October of 1980. Paul sailed to Indonesia, Sri Lanka, Mauritius, Reunion, and Durban before reaching Cape Town in February.

**Charles Holloway's** *ROCINANTE*, a 40 foot Jim Brown trimaran built in Aptos, California, in 1979, called at Cape Town from Port Elizabeth. Charles said, "Nice sailing at 16 knots out of False Bay. Good to be in the lee at the Cape of Storms."

*MALOU 2*, a 31 foot homebuilt sloop registered in Basel, Switzerland, has been sailed for the past six years by **Peter Lohrer**. Peter has cruised the Caribbean, Panama, the Pacific, Australia, and the Indian Ocean.

**P.W. Tucker** *APHRODITE*, a 31 foot sloop, is heading for St. Helena. He was very appreciative of the help he received from the Royal Cape Yacht Club.

**Jean Lescure's** 15 meter aluminum cutter *ISATIS* arrived in Cape Town in April from Tristan da Cunha. Jean's next port of call is La Reunion. He has been to Greenland, Alaska, the Antarctic, the Falklands, and South Georgia Island to climb some mountains for the French Mountain Federation.

Author and yachtsman **Gerard Janichon** arrived in Cape Town in March on *DAMIEN IV*, which he is trying to sell. His pregnant wife **Jaquie** is in Cape Town and Gerard wants to settle on land in order to write more and enjoy family life. "It is going to be a completely new kind of life for me. It will be a great adventure," he said.

**Rebertha Erb** of San Diego, California, is in Cape Town in her 30 meter *CONSTELLATION*. This is her fourth circumnavigation although the first in her own yacht. She started out on *CONSTELLATION* five years ago and plans to continue her westabout way by going to the Caribbean and through the Panama Canal. Then she will "have to decide whether to turn right or go straight ahead."

# John Bender

The United States Coast Guard has amended its regulations governing the operation of drawbridges by establishing standard opening and acknowledging signals for most drawbridges throughout the country. The new signal to request the opening of the drawbridge is one prolonged blast followed by one short blast. The new acknowledging signals by the drawtender: when the draw shall be opened immediately - one prolonged blast followed by one short blast; when the draw cannot be opened immediately or is open and must be closed promptly - five short blasts repeated until acknowledged by a signal which has the same meaning from the vessel. Visual signals shall be used if conditions prevent sound signals from being heard. If radiotelephone signals are given, sound or visual signals need not be used.

The Supreme Court of the United States, in a 5-4 decision, ruled that federal courts will hear cases involving pleasure boating accidents. The court ruled that federal courts have jurisdiction over suits involving boating accidents that occur on the navigable waters of the United States -- even if the dispute involves vessels used purely for pleasure rather than commercial purposes. Jurisdiction in disputes involving collisions between pleasure boats is important because state and federal laws may conflict over the amount and type of damages a party may obtain. In *Foremost Insurance Co. vs. Richardson* Louisiana law would have barred the family from recovering damages if the defendant proved that negligence by **Clyde Richardson** contributed to the accident. Federal law would allow the recovery of damages by the degree of negligence on the part of Richardson.

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**Crane Burke**, a 42 year old computer firm executive, was swept from the deck of the yacht *TANTALIZER* in a severe storm about 120 miles southeast of Nantucket in June and is presumed lost. The 37 foot yacht was dismasted and rolled 360 degrees but stood back up on her feet. The crew was unable to start the engine immediately and the severity of the weather conditions, winds of 40 to 50 knots and 30 foot seas, precluded their doing more than throwing life rings and man overboard poles towards Burke. Coast Guard rescue coordinator **James Decker** said, "*He was only wearing his clothes and foul weather gear and had no flotation device. With hypothermia, we think a search would be futile and the possibility of recovering him is just about zero.*"

Hypothermia is a topic which is (or should be) of great concern to all sailors. According to a Coast Guard pamphlet titled "*Hypothermia and Cold Water Survival*" the following first aid procedures should be taken when treating a hypothermia victim:

Make sure the victim has an open airway and is able to breathe. Then, check for respiration and pulse. Respiration may be slow and shallow and the pulse may be very weak, so check these vital signs very carefully. If there is no pulse or respiration, cardiopulmonary resuscitation must be started immediately.

Prevent further heat loss by:

- Gently moving the victim to shelter and warmth as soon as possible.
- Carefully removing all wet clothing. Cut it away if necessary. The amount



of heat energy the victim has left must not be spent on warming and drying wet clothing.

- Wrapping the victim in blankets or a sleeping bag. If available, place warm water bottles or other gentle sources of heat under the blanket on the victim's neck, groin and on the sides of his chest.

The victim should be transported to a hospital as soon as possible. Only a physician should determine when the patient should be released.

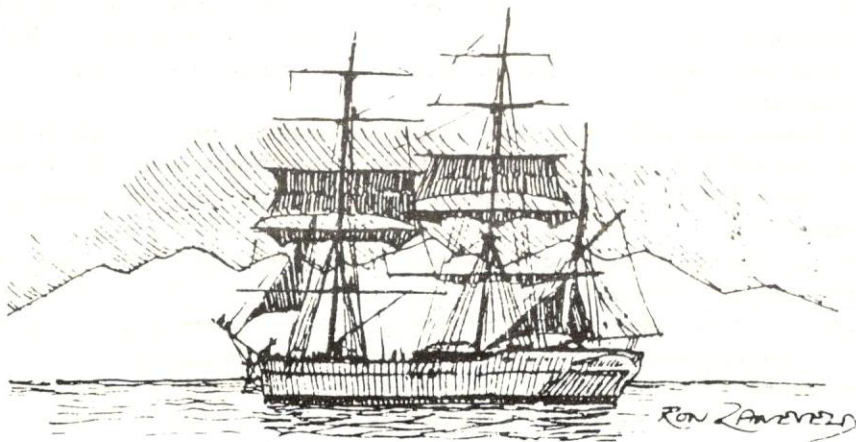
Improper treatment of hypothermia victims may induce a condition known as "after-drop." This is a continued fall in the victim's core temperature even after he has been rescued. It is caused by improper rewarming, allowing cold, stagnant blood from the extremities to return to the core of the body. When this cold blood returns to the core of the body it may drop the core temperature below a level that will sustain life. For the same reason, hypothermia victims must be handled gently and should not be allowed to walk.

Medical experts said that one should never place an unconscious victim in a bathtub or give a victim anything to drink, including hot liquids and especially alcohol. Nor should one rub the victim's skin — especially with snow.

Since most boaters who die in water-related accidents had no intention of going in the water, the obvious answer is to avoid those behaviors that cause accidental immersion. Therefore, do not stand or move around in a small boat and do not overload a boat or distribute the load unevenly. Do not decelerate suddenly, allowing the sternwake to overtake and swamp the boat by washing over the transom.

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(The article on hypothermia is from the "Navy Times," June 7, 1982. We appreciate their generosity in sharing it with us. We have their permission to do so.)



# The Voyages

## Singlehanded Voyages

### Ann Gash

A letter from **Ann Gash** indicates that she returned home in December of 1981. She commented that after removing about four cubic meters of gear from *STELLA ILIMO* and scrubbing her down inside and out she sits on a mooring "high in the water as if she had never been anywhere." Ann planned on sailing to New Zealand for the New Zealand to Queensland Race, a singlehanded event, in April and was still looking for a sponsor for the BOC race. If one was not forthcoming she planned to sail to Hawaii for a few months.

Ann also planned to spend some time with some of her six children. Three of them are in Turntable Falls and Ann planned to visit them and plant some trees preparatory to building a small house there. After that she will refit *STELLA ILIMO* for whatever the future holds. Ann commented, "I had not realized how truly beautiful our Barrier Reef and Queensland coast really are -- anchorages within the reef are abundant. I seem to be transiting through and not staying long enough to explore some truly beautiful places."

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### David Hatch

**David Hatch** met **Ann Gash** in Hawaii. They spent some time anchored beside one another in Kauai and he feels she would have been a serious contender in the BOC, had she been able to get a boat. He has some very interesting insights into singlehanded sailing: "Neither the Hawaii trip nor the circumperegrination of the Inside Passage were solo for *ARIEL* -- the bone deep weariness one can experience in poor weather in a mercantile seaway has begun to persuade me I mayn't have the reserves. The Farallones Alone was a pleasure in the two Singlehanders Society races but the Horn doesn't beckon at all. Even **David Cowper** radioed a last farewell to his wife as the menace became obvious. Sailing in the Channel Islands, which I have adored since the first trip in 1946, and especially solo for various periods in 1978-1980 distorts one's perceptions of really serious singlehandeding. The trips along the coast and to Mexico, much of which I have solo sailed, are tranquilizing. They blur what the China Sea might demand. One might extrapolate that a cruise alone around San Miguel Island is comparable. A friend of mine recently returned from

*Ceylon in a small boat. That trip was uneventful. Had I only spoken with that skipper I would have an antipodal understanding compared with an acquaintance who was battered mercilessly returning from Japan to Hawaii last year. All considered, singlehanders are increasingly impressive."*

## Guy Carlson

Guy Carlson reports that **Yoshiya Kutaoka** departed from Pete's Harbor in Redwood City, California, in May of 1982, headed for Cape Horn via a non-stop voyage down the West Coast of the Americas. Yoshiya singlehanded his 24 foot sloop from Japan in 56 days, encountering two typhoons in the process. The 6,000 pound vessel draws around five feet and is masthead rigged with a modest sail inventory: two mains, one genoa, three working jibs, and two storm jibs. He uses his inboard diesel solely for charging the batteries. Yoshiya's diet during his Pacific crossing consisted of rice, dried vegetables, and some canned meat. He used only 20 gallons of water during the 56 days at sea. Yoshiya plans to take a long tack out to sea to miss the Humboldt Current before tacking back to Valparaiso and then down the coast and through the Patagonia Islands. While in Patagonia he plans to climb in the Andes. He says, *"It will be like sailing through the Himalaya's."* Guy said, *"Yoshi is a truly fine individual as well as a capable sailor."*

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## Burwell Taylor

In May, 1982, we received from **Burwell Taylor**, onboard **VINGILOT**, a Westsail 32, this note, scribbled on the back of his dues notice:

*"Here I am in La Paz -- have been here for 9 days (the time goes by so quickly) and am due to leave tomorrow for anchorages near here. Then I will go on to Isla Espirito Santo. I will probably come back here in about 2 or 3 weeks before heading on up into the Sea of Cortez. I am singlehanding at the moment as my crew left in Cabo San Lucas a month ago. I am looking for a female crew/companion -- a difficult project from this part of the world.*

*VINGILOT is performing well and I will continue to "buddy boat" with BROKEN ARROW (San Diego to Cabo San Lucas to La Paz so far) and it is a particularly good arrangement now that I am alone."*

## Patrick Childress

Slocum Society member **Patrick Childress** recently wrote us with the good news that he had completed his circumnavigation on January 2, 1982, in his Catalina 27 **JUGGERNAUT**. He had started on August 9, 1979. Patrick stated, *"The entire*

passage from Cape Town to St. Thomas was the easy downhill run that I had anticipated. Two stops were made on the Atlantic crossing. First I spent 10 days in St. Helena where I toured the island with other yachting friends. Our separate yachts were the first to visit this desolate island for the 'season.' The receptiveness and hospitality of those living on St. Helena makes the island one of my favorite spots in the world."

The downwind double headsail weather continued to Ascension Island, 710 miles to the NNW. Geologically, Ascension is a very new volcanic island. There was little to take pictures of other than the radar installations which crown every mountain peak. The island is so coarse and rugged that few people could live there if it were not for the small American military base and associated missile tracking equipment. The anchorage at Ascension was miserable. Its only virtue is that it is located on the northwest side of the island, opposite the trade winds. However, there was a large surge moving in from the north sending huge breakers crashing ashore which required JUGGERNAUT to anchor well off. Going ashore was quite a trick. Exact timing of the waves required one to row up to the concrete stairway without the fiberglass dinghy being smashed. While racing up the stairs a long painter had to be uncoiled as the backwash and wind carried the dinghy seaward and hopefully to safety. Yachts are allowed three days at Ascension but JUGGERNAUT stayed only two.

The remaining leg of the Atlantic crossing continued at an unpredicted fast pace. At this point in the circumnavigation the 140 and 170 genoas had become wornout rags and the little 110 somehow continued at its work somewhat intact. The main was not used on the Atlantic crossing till JUGGERNAUT passed the equator and pick up the easterly winds. This close to the end I did not want to push the boat as I had on previous passages. At times I intentionally slowed the boat down to carry out some plankton experiments. I tried eating plankton raw and in several cooked forms. It certainly has potential as supplementary food for the long passagemaker or as a nutrient source for the castaway. I am currently working on a report of these preliminary findings.

The one hazard that has nearly ruined this circumnavigation most often plagued me once again near the equator. I woke one morning to find a ship headed due west, 300 yards to JUGGERNAUT's port. Judging from its speed and direction the freighter must have squeezed by just in front of me. I might have been a bit concerned about the safety of JUGGERNAUT during a gale or two in the Indian Ocean but that came nowhere close to the mounting apprehension of being run down by a ship. So many close calls could only make me think that the odds were falling quickly from my favor. At one time I had on board a "Ra-alert" ships radar detector. The thing cost \$150, proved worthless, and wound up over the side. With or without crew, I would never consider sailing around the world without a radar detector which worked.

Once JUGGERNAUT closed on the Windward Islands fringing the Caribbean I headed for the wide passage between St. Vincent and St. Lucia. I had charts for the islands if a stop was needed. Rain filled the water tank and enough food was on board for another month. There were still books to read and projects to complete on board so I sailed past these uninviting islands with their poverty and crime.

*I tried to make it for the New Year's celebrations but arrived in St. Thomas, crossing my outbound track on the morning of January 2, 1982, two and a half years after leaving. After calculating the daily runs I determined that JUGGERNAUT averaged 131 miles per day for the 6,156 mile Atlantic crossing.*

*This passage was put in perspective when a little lady I met in Cape Town flew from South Africa to New York to St. Thomas in 24 hours. It took JUGGERNAUT 47 sailing days in a direct route from Africa to St. Thomas. The completion of the circumnavigation is not an entirely happy occasion as it means the end of the vacation and back to work. Hopefully in two years JUGGERNAUT 2 will be nosing its way southwest, headed for the Panama Canal.*

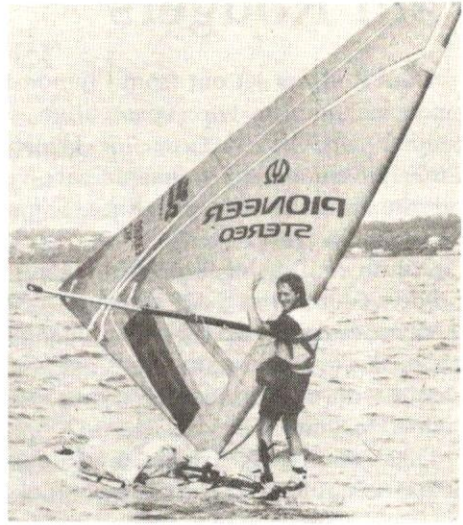
*Yesterday I received the January-July, 1981, issue of The Spray. It was interesting to see the information on **Horst Timmreck**. It is coincidental that I had just sent off a letter to **Nobby Clarke** with information about Horst to see how his circumnavigation compared speed wise with the current record.*

21 *The steel yacht BRIGITTE was specifically built for attempting the fastest singlehanded circumnavigation. I believe he finished the trip in something like 163 days. I wrote all that he told me on paper but my notes will surface only when I discontinue looking for them! Anyway he did indeed pass south of South East Cape, Tasmania. Near this point he spotted a Taiwanese fishing boat from which he requested and received some fresh food. Using some sort of a float as conveyance, Horst gave the fishermen a bottle of booze and mail to be sent to friends in Germany. Finding the gift of booze the Taiwanese were so overjoyed that they again filled the float with more food for Horst. The mail telling of his position south of Tasmania was eventually received by his friends in Germany. South of Stewart Island Horst again spotted a fishing boat to which mail was passed and was received by his friends back home. In rounding notorious Cape Horn BRIGITTE drifted in calm seas. Being engineless and with no wind the boat brushed up on some rocks. Dents and scars can still be seen on the port stern of the vessel. Horst arrived in Cape Town with no news flurry.*

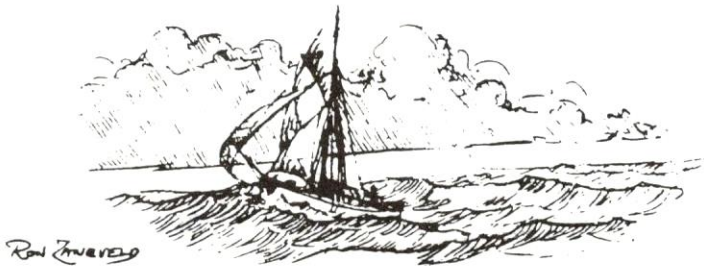
*On the circumnavigation Horst had no radio transmitter or receiver of any sort. There was very little reading matter on board so very little stimulated the mental capacities other than the necessities of operating the boat. During this time his attitude changed. On completing the circumnavigation Horst was satisfied with his accomplishment and was not desirous of public attention. Now, however, when one talks to Horst about his circumnavigation the twinkle is bright in his eye. He would modestly but happily accept what place in the books might be due him.*

## Charles Winans

*Windsurfing has become quite the sport. Magazines devoted entirely to the "sport" have emerged as has the usual plethora of specialized gear such activities seem to generate. A cover photo of an uncovered **Nalani Heen** and her windsurfer*



Charles Winans with his vessel and putting to sea.



titillated readers of *South African Yachting* a few years ago. Windsurfing had come of age.

Thus it was inevitable that "long distance passages" in windsurfers be attempted. Someone cautiously rounded Cape Horn and someone else set out from the Marquesas bound towards Tahiti (but that voyage was scuttled enroute amid allegations of unsportsmanlike assistance).

In June, 1982, **Charles Winans** attempted the "longest ever unassisted solo voyage on a windsurfer" when he set out from Bermuda bound towards New York. Close by his stern, though, the 46 ft. ocean racer *DESTINATION* kept pace "just in case". On board the windsurfer were provisions and equipment to last the 750 mile trip. They were stowed in specially constructed compartments. To rest during the voyage, he planned to inflate pontoons alongside the craft.

In a drilling drizzle, he departed Albouy's Point, Hamilton, Bermuda, on June 27, 1982. Four days later he gave up. Why? Storms, sharks, whales? No. Lack of wind had so slowed his progress that he would have run out of provisions before reaching New York. Nuf sed.

# Paul Rodgers

Paul Rodgers set out from Plymouth, England on June 28, 1981 to be the first person to complete two, consecutive, solo, non-stop circumnavigations (see *The Spray*, Vol. XXV, No. 1, pg. 15). His 56 ft. engineless, schooner rigged *SPIRIT OF PENTAX* was already a veteran race vessel, having been introduced to the art in both the Parmelia and Spice Race. She was then named *SELTRUST ENDEAVOUR* and carried a crew of ten.

South of Cape of Good Hope Paul hit a "southwester" which rolled him over and drove him from S 42° down to S 39°. As a veteran of the infamous '79 Fasnet Race, he was prepared for the frighteningly huge waves he encountered. It was then that he discovered that in winds over Force 7 it was better for him to wear the boat around with a jib instead of trying to tack. There seemed to be less stress on the rigging by doing that.

The main casualty of his knockdown south of the Cape of Good Hope was that the triatic stay parted and the mast took on an alarming bend. So he climbed to the crosstrees to make a jury rig and continued on his way around the world. After he crossed the Indian Ocean and 3500 more ocean miles, he was forced to give up and allow himself to be towed into Perth, Australia, for the replacment of his mast. That ended the "non-stop" portion of his voyage.

23 With a new mast, he departed Perth and then off of Cape Leeuwin his 4 ton centerboard brook loose and threatened to shake the boat apart. He was able to jury rig that, too, and that got him as far as Dunedin, New Zealand, where the centerboard was repaired. Departing New Zealand in September, 1981, he sailed for Cape Horn across the South Pacific. There his next casualty occurred.

His steering system, said by its maker to be the strongest available was not rugged enough for *PENTAX*. With his steering all but seized, he was able to put into Port Stanley, Falkland Islands, where a visiting aeronautical engineer took out the steering, repaired it and reinstalled it.

Next he headed across the South Atlantic and the completion of his first circumnavigation to the east of Cape of Good Hope. But the voyage across the South Atlantic had inflicted a terrible beating on Paul and *PENTAX* and he headed for Cape Town. He contacted the Port Authorities on Wednesday, March 3, 1982, and asked for a tow in but he could not beat up to the breakwater whence the port authorities were prepared to tow him in. A "southeaster" blew up and by the next morning he was 70 miles WNW of Cape Town. Heading southwest, he continued to loose ground and by Sunday morning was 255 miles to the WSW of Cape Town.

By Monday he was to the NE of Robben Island (10 miles NNE of Capetown) and unsure of his location. With the radio assistance of Mr. J.S. Rabinowitz of the Cruising Assn. of South Africa he finally was found and towed into Cape Town.

Unfortunately, *PENTAX* was in no shape to continue on across the Indian Ocean and after repairs were completed in Cape Town he returned to England, abandoning his attempt at a second circumnavigation. (Note: Paul Rodgers on board *PENTAX* is one of the participants in the BOC Challenge, Alone Around which departed from Newport, Rhode Island, USA on August 28th, less than six months after his arrival in Cape Town! )

# David Scott Cowper

On May 17, 1982, **David Scott Cowper** became the first person to complete a singlehanded circumnavigation in both directions. In accomplishing this feat in *OCEAN BOUND* (a 41 ft. Bermudian Sloop), he also broke an impressive array of records. His first circumnavigation was accomplished during 1979-80 by the more conventional eastward route. His second and more difficult circumnavigation started from Plymouth, England on September 22, 1981, and ended there on May 17, 1982, 237 days later. As he was at sea only 221 of those days, he beat by 54 days the previous best time for a westward circumnavigation set by Slocum Society member **Kenichi Horie** in 1973-74. The first person to sail westward alone around the world was **Chay Blyth** who did it non-stop in 292 days. Cowper's three stops were at Port Stanley, Falkland Islands; Albany, Australia; and Cape Town, South Africa. Off of Cape Horn, during a raging storm, he radioed a farewell message to his wife, **Caroline**, because he feared he would not make it. It took him a week to round Cape Horn in the teeth of the westerlies which perpetually torture that barren area.

1. Record set during his first circumnavigation (c/n) eastward 1979-80, 224 days, 12 hours, 28 minutes sailing time.
  - a. Fastest singlehanded (s/n) c/n W-E, in a monohull, 29420 nautical miles, averaging 131.046 mi/day.
2. Records set during his second c/n, westward 1981-82, 221 days, 9 hours, 36 minutes sailing time.
  - a. First to c/n E-W by way of the five southernmost capes.
  - b. First to c/n W-E and E-W via Cape Horn.
  - c. First s/h to achieve "a" and "b" above.
  - d. Fastest s/h c/n E-W, 31350 miles in 221.4 days for an average of 141.61 mi/day.
  - e. First to c/n faster E-W than W-E.
  - f. First Aluminum alloy hull to be sailed s/h on W-E and E-W c/n in the higher latitudes.
  - g. Fastest s/h small yacht to transit the Indian Ocean E-W, Albany, Australia to Cape Town, South Africa, 6124 miles in 36 days, 10 hours, 30 minutes for an average of 168.19 mi/day.
  - h. Fastest s/h small yacht to transit South and North Atlantic, Cape Town, South Africa to Plymouth, England, 7250 miles in 47 days, 3 hours, 20 minutes for an average of 153.8 mi/day.
  - i. First s/h to achieve 2 c/n before age 40.
  - j. First s/h to achieve so many speed records without sponsorship.

At the conclusion of his second circumnavigation his position in Nobby's book of lists is as follows: The 74th s/h circumnavigator; 6th to round Cape Horn during an E-W c/n; 36th s/h Cape Horner; 11th s/h Cape Horner E-W; 19th British s/h c/n; 6th s/h to complete 2 c/n and, of course the first to do one each way.

Not bad for a youngster, eh?



# Tom McClean and Bill Dunlop

In quick succession, two vessels have beaten Gerry Spiess' W-E Atlantic crossing record (see *The Spray*, Vol. XXV, No. 1, pgs. 24-6). **Tom McClean** spent 51 days on his 9 ft. 9 in. *GILTSPUR*, departing St. Johns, Newfoundland, on June 22, 1982 and arriving in Falmouth, England, on August 12, 1982 to complete the smallest W-E crossing to that date. In the early stages of his voyage he was so cramped by the ton of supplies on board that he could hardly move about and had to sleep sitting upright. As he used his provisions, he had to fill the containers with salt water so that he would not upset the original ballast. Later, though, he was able to move some of them to give himself more room.

Then on August 29th, **Bill Dunlop** stepped from his 9 ft. 1 inch vessel *WIND'S WILL* for the first time in 78 days. He had broken the two week old "west to east" record set by Tom McClean. He had set out from Portland, Maine on June 27, 1982 and no one heard from him until he was sighted on August 14th in the western approaches of the British Isles. He later reported that on the day before his sighting he had been rolled over end for end in a storm.

His last two days at sea were spent becalmed off Lizard Point, the southwestern point of England. The Lizard Point Lifeboat was launched when he began to drift towards the rocks but the wind returned before rescue was necessary. He was then able to round Lizard Point and enter harbor safely at 8:00 a.m. on Aug. 29th.



# The Voyages

## Crewed Voyages

### Dale & Sally Scott

Dale and Sally Scott wrote that they sailed their Westsail 32 *CASINO* from San Diego down the Baja California coast and into the Sea of Cortez as far as Loreto. They then sailed back to La Paz where they provisioned for the crossing to Hawaii. Dale said they had no problem with any government officials or with any other citizens in Mexico. The only difficulty they encountered was in finding kerosene for their lantern and stove. The local variety was adequate for a short time use but too dirty for extended use. Gasoline and diesel was both clean and cheap. The trip to Hawaii took 33 days from La Paz, all without morning or evening stars and with overcast skies during much of the day. The fishing was good with the Scotts pulling in a 53 inch mahi-mahi and a 51 inch wahoo.

### Karl & Gail de Haan

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From Salvador, Bahia, Brazil comes a letter from Karl and Gail de Haan of *BESS*. Karl was born in Indonesia and Gail is from South Africa with a Dutch passport. They found *BESS*, a 10.5 meter Colin Archer double-ender built in 1929, under a layer of bird manure in Port Elizabeth. After laboring several years to bring her back to as close to her original condition as possible, they crossed the Atlantic to Salvador. *BESS* is a gaff-rigged ketch with tanbark red sails on hoops with all block and tackle gear. The hull is pitch pine on oak frames and the masts are pine. The engine is a 20 horsepower Bukh. Karl and Gail plan to stay in Brazil for awhile photographing the faces and places in fishing villages and eventually the Amazon basin.

### Bob & Jane Brown

Bob and Jane Brown of *BROWN PALACE*, a CSY 44, met your secretary in the Vava'u Group, Tonga during the summer of '81 and joined the society. By mid '82 they had moved on and we received the following letter from Bob:

*After Vava'u we did the Hapaii Group and then went on to Tonga Tapu in Nukualofa. Then Fiji, which is a great cruising area, however, the reefs account for*

at least 25 boats a year we were told. 28 boats lost in 1980, two of them were friends of ours, but don't know the final count in 1981.

We spent 3 months in Fiji waters, but only a week in Suva, unlike most cruising boats stopping there. Too many great islands to see and too little time to see them. We could easily spend a year in Fiji. Then on to New Zealand in November, where we bought a car and really enjoyed visiting the entire country, driving nearly 10,000 Km. Did go home for Christmas to meet a new daughter-in-law and new grandson but were anxious to get back to N.Z. Can't say too much about the beauty of the country and the great people. Never have we seen so many sailboats or as enthusiastic sailors as N.Z., which can boast of lovely cruising grounds.

Left N.Z. late April for New Caledonia, but were not impressed with what we saw. The French people living there, however, were a breath of fresh air compared to those in French Polynesia.

Enjoyed the Loyalty Islands, particularly Uvea and Beautemps Beaupre atolls although somewhat exposed in westerlies or nearly any strong wind. We used 3 anchors at the later and had 4 to 5 foot waves for about 48 hours.

Just arrived in Vila, Vanuatu (New Hebrides) yesterday and look forward to visiting the many islands in the group before going on to the Solomons. Jane joins me in sending our warm regards."

## 27 Ray & Shirley Triplett

Ray and Shirley Triplett are back in San Francisco after circling the world.

It took the Triplets -- both 59 and married for 40 years -- more than eight years to cover the 45,000 miles on their 46-foot ketch. The couple sailed through the Golden Gate in June, 1973, and arrived back in the Bay Area last Sept. 1.

"We wouldn't trade those eight years for anything in the world," Triplett said, but he wouldn't recommend such an adventure for many. "You have to know what you're doing," he counseled.

The couple sailed to Hawaii, across the Pacific into the Red Sea, the Mediterranean, through the Straits of Gibraltar, down the west coast of Africa, across the Atlantic, through the Panama Canal, west to Hawaii again and, finally, San Francisco .

Sitting on the ketch, the *MORNING STAR* tied up at San Francisco's St. Francis yacht Club, the Triplets recounted some highlights of their adventure. Over the eight-year span, they survived storms at sea, a coral reef grounding and pirates off Sumatra, which Triplett said was one of the "more dramatic adventures."

"It was 1977 and we were off the Sumatra coast," Triplett explained. "You don't know the good guys from the bad guys in this area, and just about dusk this vessel altered course," he recalled. "We counted 16 guys on deck through our binoculars, and they were a surly-looking lot." Triplett said he ran quickly for shore, rounded a point and hid out through a dark night, watching the schooner on radar until the would-be robbers took off in search of other prey.

(From *American Assn. of Retired Persons News Bulletin*, Nov. '81.)

# Dwight & Loretta Lindhold, et. al.

News from Dwight and Loretta Lindholm and family on board *GOLDEN VIKING* (a Force 50 ketch) is good. *The Spray* (Vol. XXV, No. 1) carried a few paragraphs on the extensive planning Dwight and his family have done for their projected 1982-83 voyage across the Pacific to New Zealand and return to California. In late January, 1982 came word of their shakedown cruise:

*"Just a short note to let you know that the first leg of the GOLDEN VIKING experiment has been successfully completed.*

*A seven day passage at sea took our 4 oldest children (Douglas, 22; Dionne, 20; Jeanne, 17; and Philip, 14) and me from Los Angeles to Cabo San Lucas, where we were joined by Loretta and Kathy, 13, for the Christmas holidays. We had one severe storm (45 knot winds, gusts to 60 and 15 foot seas) and adjusted well to being offshore.*

*In Cabo, Dee & I dove to 125 feet to free an anchor. We had to junk our outboard and get a new one. We had a lot of fun with 150 other American and Canadian yachts, a real social scene just like Avalon. Christmas day a pig and marlin BBQ was organized by the fleet and close to 200 joined in with pot luck party on the beach. New Years Eve Party on the beach, Dingy races and fun on New Years Day, and the children discovered the disco in the evenings.*

*After Loretta returned to L.A. with the 3 youngest kids, Doug, Dee and I made a 2 day passage to the mainland. On the way we came too close to Maria Madre, which is a prison island. A Mexican navy gun boat took us into custody. It was a tense evening until we finally had an audience with the Director General and were sent off like honored guests with a case of soda pop they make there on the island.*

*Doug and Dee were in charge of the yacht while I returned to L.A. for a few days of business. It was satisfying to have them be able to handle this."*

By mid-April they had returned to the Los Angeles area and we received this enthusiastic report:

*"GOLDEN VIKING returned last week from Mexico and the 4 months shakedown cruise was an unqualified success. It exceeded my expectations in what we learned and were able to work out.*

*The trip from Cabo San Lucas to Oxnard was a fitting finale for this adventure. It is known to be a difficult trip "up hill" against prevailing weather all the way. It took us 2 weeks from Cabo to San Diego; our boat should have a 4-man crew, but Doug, Phil and I did it alone. Most boats have some sort of electronic navigational equipment, but we did it all the way with just the watch and the sextant. Hugging the coast 2 to 5 miles offshore, including 6 nights at sea, was very exciting. It was a real short course in pilotage.*

*During our trip, the GUSTO, a 40-foot sailboat from San Diego went on the rocks and was lost. We are told the survivors were on TV after rescue by the Coast Guard. There were 4 boats within VHF range of where she went down and all agreed that we were closest and the most operational. We were the elected volunteer for rescue efforts the following morning if the Coast Guard had not taken them off the beach.*

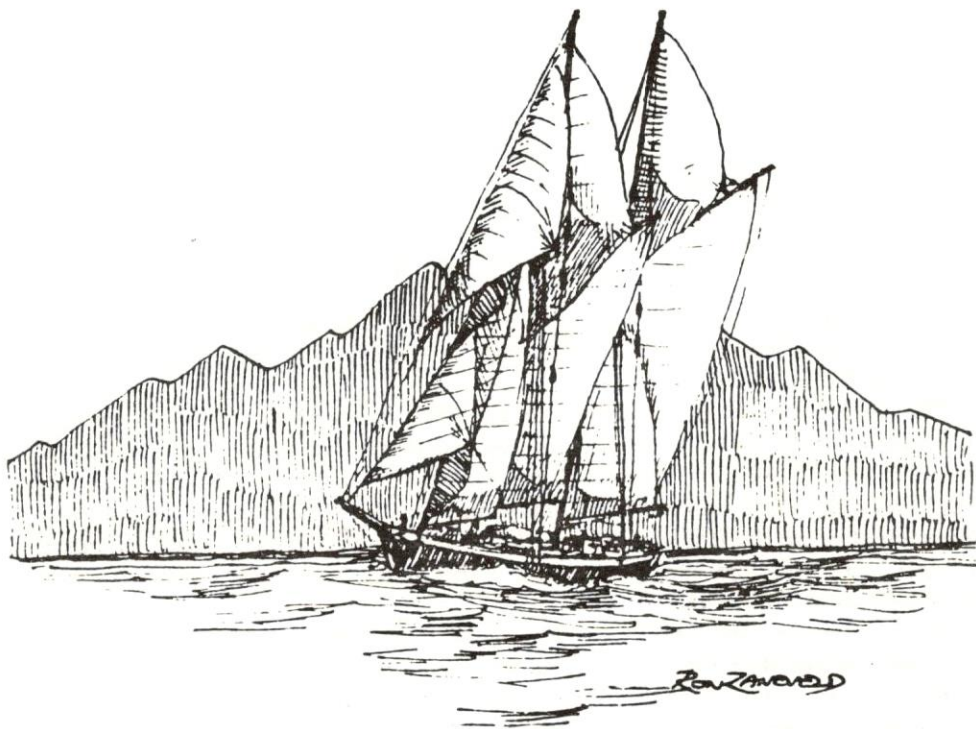
Lobsters as big as small dogs, purchased from fishermen; bad fuel in Turtle Bay, which required 9 fuel filter changes; 10-12 foot seas and 35-40 knot winds on the nose. All part of the fun.

While in Mexico Doug skippered the boat for 5½ weeks on the mainland of Mexico with Dionne as his only crew member. They made the 2-day passage from Mazatlan to La Paz across the Sea of Cortez alone. Gale force winds in route and a malfunctioned knot log made it a thrilling and maturing experience of both of them.

Our Rottweiler guard dog, **Asta**, grew from 60 to 90 lbs. on the trip. We were on the hook the entire 4 months (never once at a dock or at a mooring buoy) and Asta never left the boat once. She became very possessive about "her boat" and went into a frenzy if ever a porpoise, whale or even a bird came close, to say nothing of a human being. In fact, the intimidating display she puts on is awesome.

So it's refitting, provisioning, finishing the kids from school and then off to the South Pacific, June, 10 for the Lindholm's **GOLDEN VIKING**."

Then in July, 1982 we received a postcard showing **GOLDEN VIKING** in Cabo San Lucas; it was posted in Hiva Oa, Marquesas. The passage had taken 26 days, "a real adventure in human experience." They spent Bastille Day with the local chief and his merry group.



# David Hatch

*I noted Linn Johnson and Patricia Connor's mention in the December issue of "The Spray" of meeting me in Hawaii last year. I mentioned I intended to transmogrify the name ARIEL because, by then, I had anchored or moored near thirteen other ARIELS (twenty two as of September 1, 1982). The manufacturer of ARIEL arranged to have large triangular wedges cut out of her rear engine brackets and one consequently sheared in two on that trip which in turn quickly disintegrated the coupling, shaft, and transmission so we had no engine assist at all. We sailed up nearly to the 50th parallel on the way to the U.S. as the sneaky high moved north providing us with eight days of dead air for a 34 day trip from Hanalei to California. The repairs were complex since the parts requested rarely arrived without errors of size, model, series, or whatever, in spite of substantial precision in ordering. It took from September of 1981 to late May of 1982 before the engine was aligned and running perfectly. That's a lot of missed sailing days!*

*We set out for Alaska (or Canada -- whatever pleased) from California in June, taking three weeks to reach the 50th latitude against a duality of dead air or the prevailing northerlies (which inexplicably did not blow out of the north for more than four hours of our return journey). The NOAA weatherman in Astoria said in exasperation, "Well, this has not been a usual year!" Our voyage both ways alternated between motoring slowly and tacking 50° off the wind. Sic itur ad astra.*

*Incidentally, the issue of renaming ARIEL disappeared the day following our return in mid-September; we bought an exquisite Dreadnought (a core-hulled fiberglass Tahiti ketch) which we've named EMPYREAN. It will be far safer to singlehand, but so far it appeals to the "first mate." It probably won't often be solo sailed.*

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*Yanmar diesels, inexplicably, have ordinary iron tubing carrying lube oil above the cylinders. Naturally the tubing rusted through and put us out of action until I could find some copper tubing and braze it onto the banjo fittings. Bad design for a marine engine. Anyway, nolens volens, we reached Cape Flattery (crew of one at the time) and roared down the Strait to Victoria, which is charming. The rapids and fast currents of the fjords and narrows seem to indicate a power boat for the Inside Passage unless you've unlimited cruising time."*

*The Inside Passage to Alaska is speechlessly awesome and the too short (June through September) cruise aboard ARIEL will have to be repeated. It is grandly handsome country -- nice people, too. As far as environmental richness is concerned, it seems matchless. Only Baja's submarine reasons (discounting Chile's Straits of Magellan, which, of course, are astonishing) suggest a cruise south; suum cui que. So much to marvel at, we never reached Ketchikan. We saw pods of orcas, bald eagles, seals and otters, played red tide roulette ignorantly with butter clams, cockles and mussels ad nauseum, made fantastic crab and oyster feasts, caught dogfish (shark) and they are the tastiest treat in the ocean. Really, they are better than cod or salmon. "You can never be too rich, too thin, or eat too much salmon." The return trip for Hawaii last year, a la Pardeys on SERAFFYN, was 3400 miles. This summer over-the-ground distance was similar but indisputably more interesting. No one should miss the Northwest because of some Caribbean or Polynesian thrall. My feeling in 1977/1978 where my wife and I chartered (sailed) very briefly was that it was exhaustable. I don't think the Alaskan or Canadian islands and coasts would seem overfamiliar in a decade of cruising.*

# The Races

## Around Alone — The BOC Challenge

By Neal T. Walker

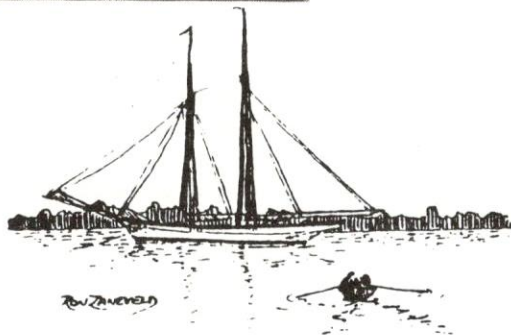
David White, whose brainchild turned into "*Around Alone - The BOC Challenge*", started his singlehanded racing career with the Second Singlehanded Transpac, the 1975 San Francisco to Okinawa race. Actually, he didn't sail "singlehanded" for he had a second "hand" on board. More precisely, he had a second "paw" on board as he had been given a kitten shortly before departing the Golden Gate. When he arrived in Japan, he met and subsequently gave the then partially grown cat to a Shinto priest who had shown him many kindnesses during his brief stay in the Orient.

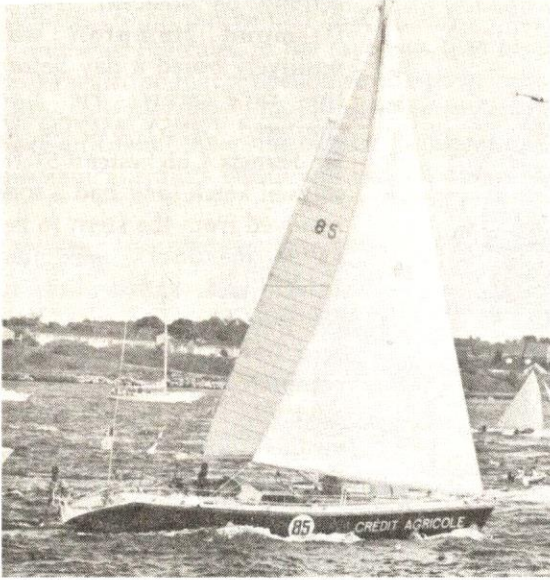
Thus it was that at the start of *Around Alone*, this same priest traveled from Japan to Newport, Rhode Island to bless David's new racing machine *ONE* as well as those of *Yukoh Tuda* and several other participants. It was an auspicious omen for a race start that was to be far more exciting than the generally ascribed "*like watching grass grow*".

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Robin Knox-Johnston, (Race Committee Chairman and the first person to sail non-stop around the world) and Slocum Society Secretary Neal T. Walker.



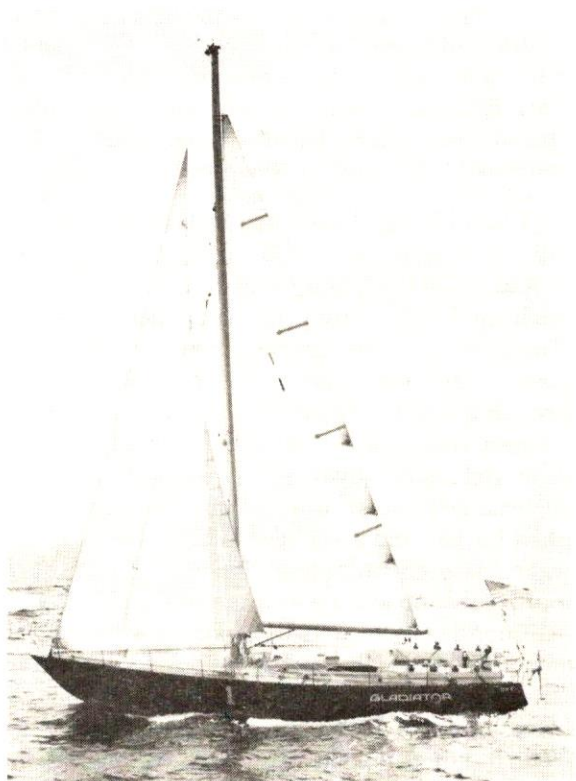


First leg leaders. *CREDIT AGRICOLE* (85), **Philippe Jeantot**, skipper.

Aboard *CREDIT AGRICOLE* a day before the start skipper **Philippe Jeantot** was calm among the chaos of a multitude of unfinished jobs. There was serious question about whether he would be ready for the start. Yet next day, Saturday August 28th, *CREDIT AGRICOLE* was the first vessel to be towed into Narragansett Bay for the race start.

**David White**, as “father of the race”, obviously had by far the longest lead time for preparations, however, a few weeks before the start, the keel of his shiny, new, fire-engine red, 56 ft. cutter *ONE* almost fell off. Preparations stopped and the vessel went into dry dock. As a result, David and a crew of helpers were doing some pretty basic rigging a day before the race started. He, too, was at the start well in advance of the gun.

*GLADIATOR ONE*, **David White** at helm.







Richard Konkolski, skipper of *NIKE II* (17) raises the Slocum Society flag while his wife, Miroslava looks on.

In contrast to the furor of activity on adjacent vessels, **Desmond Hampton** was positively bored a day before the race start. He had chartered *GIPSY MOTH V*, Sir Francis Chichester's 57 ft. staysail ketch (and had a foot removed from the stern to get within the 56 ft. maximum LOA) and sailed her to Newport from England. Calm and efficient, he had completed preparations in advance of the final days and awaited only the start gun. (Note: this is the third and last vessel especially designed and built for Sir Francis. In 1971 he sailed her singlehanded 4000 miles across the Atlantic from West Africa to Central

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America, taking 22.3 days for an average of 179 nautical miles per day. This record, which stands today, was done, incredibly, during Sir Francis' 70th year.)

**Richard Konkolski** on board *NIKE II* was not only facing the biggest challenge of his sailing career, but a new life with his family when he returns in the spring of 1983. Richard, a well known sailor and radio personality in his homeland of Czechoslovakia, had decided to emigrate to the USA with his wife and son who comprised his "team" in Newport.

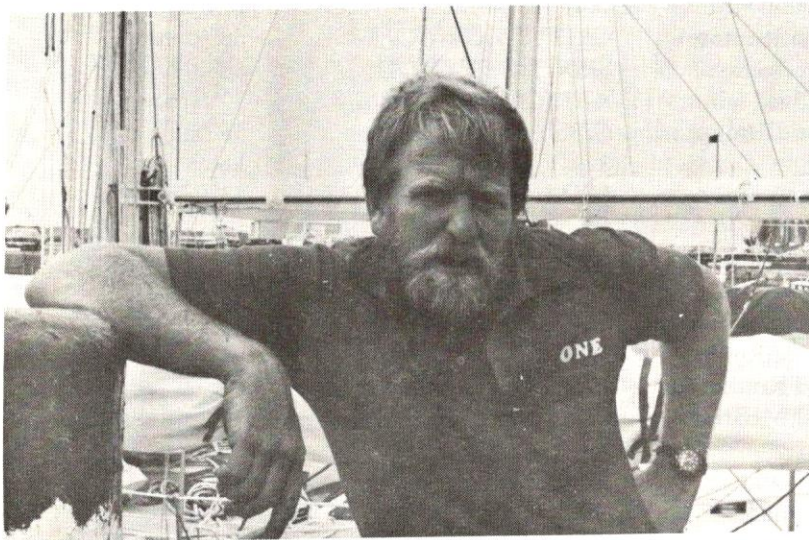
**Claus Hehner** was not so fortunate. A veteran singlehander and participant in both the first and second Singlehanded Transpac races (San Francisco to Japan in 1969 and San Francisco to Okinawa in 1975. And by the way, don't confuse these Singlehanded Transpacs, of which there have now been three, with the mis-named "Transpac" races to Hawaii. They don't go even half the way across the Pacific). Claus' arrangements for a new vessel *BARAKUDA* fell through a few weeks before the race was due to start. His own vessel *MEX II*, in which he had done much of his singlehanded voyaging and both of his transpacific singlehanded races, was still in Germany. So Claus asked his son and a nephew to bring her over while he began his preparations in Newport. As the race date approached, no word was received from *MEX II* and all were apprehensive. Finally, two days before the race start, a commercial vessel spotted *MEX II* and reported her position, a day away from Newport. She did not arrive until late on Friday, just hours before the gun. Were it not for some structural repairs which were



Claus Hehner, skipper of *MEX II*, on the morning of the race. Structural difficulties prevented him from entering the race.

absolutely necessary, Claus would probably have poured on provisions and started with the group. But he had to wait.

One of the rules of the race was that propellers were to be removed or gear boxes sealed so that propelled motive power would not be possible. This rule did not phase **Guy Bernadin**, another veteran singlehander. *RATSO II*, his vessel, does not have an engine. As a side benefit, he also won't have to bother with the myriad of mechanical repairs which will bedevil others in the race.



*"I sure as hell better win";*  
**David White**, a day before the start.

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*"Singlehanded sailors never ask other solo sailors why they singlehand. They only rummage for reasons to satisfy non-sailors, or even sailors who are not singlehanders."* So said Californian **Day Byrne** of his reason for entering the race. **David White** was a bit more direct. He named his vessel *ONE* and said *"I sure as hell better win"* just before the start. Between these extremes, seventeen competitors decided to enter and then followed through with the necessary spirit, support, and resources to get them underway in this, the first singlehanded round the world race to be started from the USA.



There are two classes in this otherwise unhandicapped race. Those vessels 44 to 56 feet LOA comprise Class I and are:

Sail #	Skipper	Vessel Name	Length/Rig
1	David White	ONE	56'/cutter
3	Richard Broadhead	PERSEVERENCE	52'/cutter
4	Tony Lush	LADY PEPPERELL	54'/ketch (unstayed masts)
5	Philippe Jeantot	CREDIT AGRICOLE	56'/cutter
30	Paul Rodgers	SPIRIT OF PENTAX	56'/schooner
100	Bertie Reed	ALTECH VOORTREKKER	49'/sloop
142	Desmond Hampton	GIPSY MOTH V	56'/staysail ketch
259	Neville Gosson	LEDA PIER ONE	53'/sloop

while those between 36 and 44 feet are in Class II and are:

	7	Tom Lindholm	DRIFTWOOD	41'/sloop
	10	Jacque de Roux	SKOIERN III	43'/cutter
	17	Richard Konkolski	NIKE II	44'/cutter
	22	Richard McBride	CITY OF DUNEDIN	42'/staysail schooner
35	23	Yukoh Tada	KODEN OKERA V	44'/sloop
	79	Guy Bernadin	RATSO II	38'/cutter
	91	Francis Stokes	MOONSHINE	39'/cutter
	97	Claus Hehner	MEX II	34'/sloop
	101	Dan Byrne	FANTASY	40'/cutter

The first leg of the race will be from Newport, Rhode Island to Capetown, Republic of South Africa, by any course. Ten days after 25% of the fleet arrives in Capetown, the second leg to Sydney Australia will start. Similarly, ten days after the arrival in Sydney of 25% of those remaining in the fleet, the third leg to Rio de Janeiro, Brazil, with Cape Horn to be left to port, will begin. Then, ten days after 25% of the remaining fleet have arrived in Rio, they will start the homeward bound leg back to Newport, RI. Exclusive of stopovers, the larger vessels will probably take about 185 days of sailing to complete the circumnavigation; the smallest vessels could take upwards of 250 or more days. If all goes well, then, they should start to trickle back into Newport in mid to late spring, 1983.

The pre-race chaos below decks on *CREDIT AGRICOLE* was nothing compared to the pre-start chaos up course from the starting line. For some reason, the race committee could do nothing more than ask vessels blocking the race course to move to the sidelines; some did but many thoughtless skippers remained between the starting line and the mouth of Narragansett Bay. Several of the graceful Americas Cup contenders were on the bay that afternoon. However, mindful of their upcoming baptism under similar conditions next year, all remained a respectful distance away from the start.

At precisely 1500 **Richard Konkolski** and the *NIKE II*, the first of the sixteen vessels to start that day were across the line, beating upwind towards the mouth of the bay. (As a side note, during the weather briefing the previous day, a representative of the US Weather Service had predicted a spinnaker start, at which **David White** moaned, "and I am so far behind in rigging that I won't be able to fly one".) The spectator fleet scattered in front of the wave of singlehanded vessels, but some were not quick enough. Worse yet, the skipper of *SUNDREAM*, a 100 ft. powerboat chartered by the race sponsors, the **BOC Group**, failed to see **Paul**

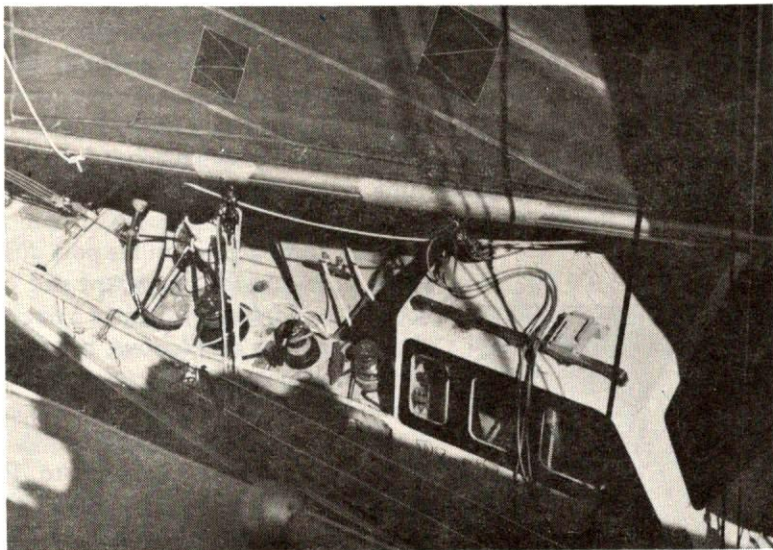
**Rodgers** approaching on his port quarter. Paul, sitting on the windward side of his cockpit couldn't see the huge vessel until shouts from the deck above, brought him across the cockpit. In extremis, his quick action limited damage in the collision to a long scrape along *SUNDREAM*'s side with apparently no damage to Paul's flexible bow pulpit. But, he lost way completely and as he fell off on a starboard tack, he lost relative position in the fleet.



Left: The collision of *PENTAX* (30) with the BOC Group's chartered *SUNDREAM*; *PENTAX* approaches.

*PENTAX* approaches *SUNDREAM* port quarter.





Above: *PENTAX* alongside *SUNDREAM*, looking straight down. Paul Rodger's hand on helm as he works to bring her about.

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Below: *PENTAX* falls off on starboard tack, gaining headway.



End of first half of The SPRAY Vol. XXVI - No.1 Jan-Jun 1982  
second half follows in another file (scanned 25 Apr 2024)