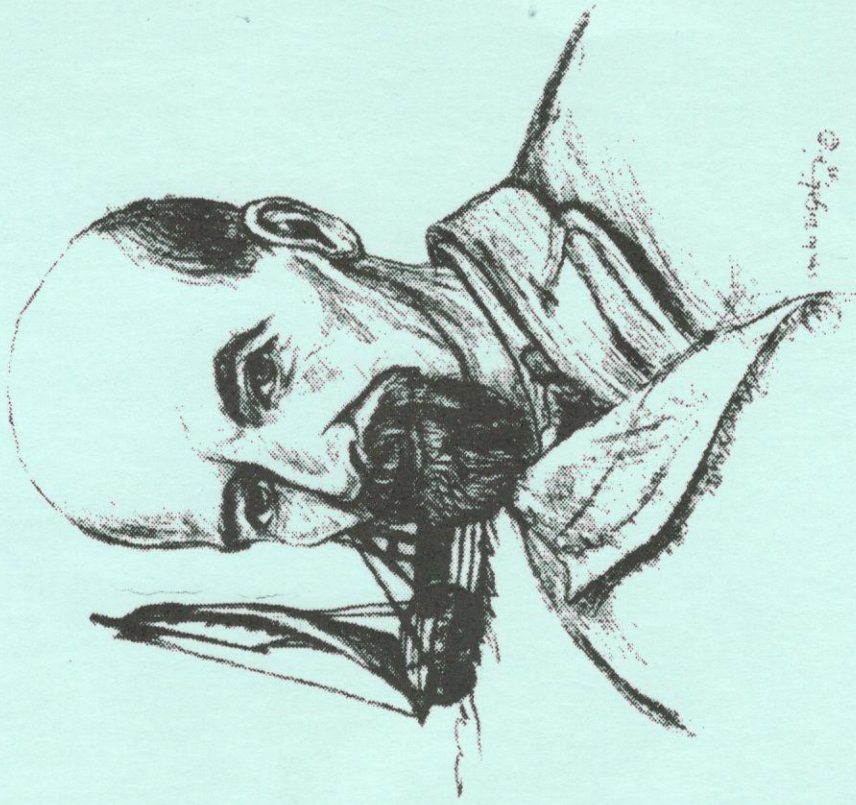


THE SPRAY



1995 Centennial Edition

The Spray

Published by the Joshua Slocum Society Centennial Committee
Ted Jones, Chairman

**Celebrating The 100th Anniversary of Captain Joshua Slocum's
Historic Single-Handed Circumnavigation in 1895.**

Joshua Slocum, 1844-1909, is America's Most Famous Sailor, and
was the First Person to Sail Alone Around the World!

Commodore: C.O. Phillips

Active Members

Ted Jones
June Jones
Donn Slocum
Philip Shea
Dennis Warner
Richard Willstatter
Richard Griffin
Dom Degnon
Russel Rink
Martin Iorns

Editor: Michael L. Martel

Cover: three-quarter view composite of three views of Joshua
Slocum, in charcoal, by Santo DiGati Jr., Bristol, R.I. USA



A Proclamation

By His Excellency

GOVERNOR WILLIAM F. WELD

1995

WHEREAS: Joshua Slocum was born in 1844 in Nova Scotia, grew up on Brier Island by the Bay of Fundy, and throughout his life, displayed a great love of the sea; and

WHEREAS: During his youth, Joshua Slocum worked on ships that crossed the Atlantic and took him to many distant places, including Ireland, England, the Philippines, Australia, and China; and

WHEREAS: Having begun his seafaring career at the age of fourteen as a cook, Joshua Slocum became captain of his own schooner by the time he was twenty-five, and is recognized today as the first sailor to circumnavigate the world alone—a feat he accomplished aboard the *Soryn* when he was fifty; and

WHEREAS: Captain Slocum's only purchase of land was a modest farm on Martha's Vineyard; and

WHEREAS: In 1909, Joshua Slocum set sail from Vineyard Haven bound for South America, but was never seen again; and

WHEREAS: It is appropriate that all Massachusetts citizens honor the memory of this great sailor whose life reflects the seafaring tradition of the Commonwealth;

NOW, THEREFORE, I, WILLIAM F. WELD, Governor of the Commonwealth of Massachusetts, do hereby proclaim April 24th, 1995, as

JOSHUA SLOCUM DAY

and urge all the citizens of the Commonwealth to take cognizance of this event and participate fittingly in its observance.

Given at the Executive Chamber in Boston, this twentieth day of March, in the year of our Lord one thousand nine hundred and ninety-five, and of the Independence of the United States of America, the two hundred and nineteenth.

William F. Weld
WILLIAM F. WELD

By His Excellency the Governor

William F. Galvin
WILLIAM F. GALVIN
Secretary of the Commonwealth



GOD SAVE THE COMMONWEALTH OF MASSACHUSETTS



PROCLAMATION

Whereas: This April marks the 100th anniversary of Captain Joshua Slocum's voyage around the world, where he departed from Boston Harbor to begin his journey of 46,000 miles; and

Whereas: He was the first man to sail alone around the world, and this achievement has made Captain Slocum the patron saint of small boat voyagers, navigators and adventurers all over the world; and

Whereas: Captain Slocum reconstructed his boat himself and its design has been copied by boat builders worldwide; and

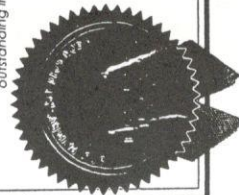
Whereas: Captain Slocum's story of his voyage, "Sailing Alone Around the World" has been translated into many languages and is still in print after almost 100 years; and

Whereas: Captain Slocum was a true American citizen who carried the name and spirit of Boston around the world, while exhibiting confidence, courage, thrift and determination; NOW

Therefore, I, THOMAS M. MENINO, Mayor of the City of Boston, do hereby proclaim Monday, April 24, 1995 to be

JOSHUA SLOCUM CENTENNIAL DAY

in the City of Boston and I urge all my fellow Bostonians to join me in recognizing this outstanding individual for his contribution to the rich maritime history of our City.



Thomas M. Menino
MAYOR OF BOSTON

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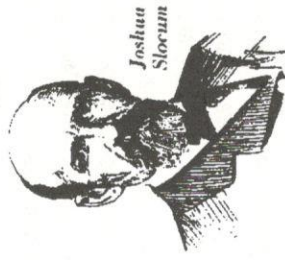
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Seeking Slocum: The Personal Voyage

Foreword To The Centennial Spray

by Michael L. Martel

He was a man of many paradoxes. Strong enough to face weeks on end of loneliness at sea, he could nonetheless weep from loneliness one windy night on the river Plate. Born and raised in Nova Scotia where the waters are perpetually cold, he never learned to swim, even though he spent his life on the sea. Hard and quick with his fists, and strong enough to lift a man bodily from the water, he could nonetheless effect a delicate turn of phrase, sparkle with humor, and shine at the refined Victorian dinners hosted in his honor. He was a solitary, lonely man, yet one of the most outgoing, talented self-promoters of his time. As much as he treasured his privacy, and as outwardly-professed self-reliant as he was, he nonetheless yearned for publicity, and eagerly sought the approbation of those who were his heroes.



Joshua Slocum

In the brief hundred years since Captain Joshua Slocum sailed his 37-foot sloop *Spray* around the world, many people have come to know him, almost exclusively through his two books. A self-taught writer, he lionized Robert Louis Stevenson, and worked hard to shed the rough sailor image that many tried to paint him with, and instead show the world that he was a man of talent and refinement, a seagoing man of letters. For those of us who have come to personally know Slocum, as much as it is possible to know a man physically long dead, the actual voyage of Slocum becomes no more than a footnote to Slocum himself. For Captain Joshua Slocum, warm, humorous, fearless, strong, self-reliant, independent, and many other things, his voyage is our voyage, a metaphor for our own individual journey through life that must be individually faced. He has much to teach us; and for those who have the willingness to learn, the key to a rich treasure of self-realization.

First and most importantly, Joshua Slocum was not an amateur sailor, as some have advanced. He was a professional sea captain who had owned and skippered full-rigged sailing ships and steam vessels during the twilight age of sail. He had studied the sea, in his own words, as few others had; and in a lifetime of seafaring, he had acquired a treasure-trove of knowledge about winds, currents, oceans, harbors, ports, dangers, and the like that served him well when he finally chose to embark on his globe-girdling singlehanded voyage. He was well-known in his particular industry, and was deeply moved when, one day in a foreign port, he overheard a sailor, unaware that Slocum was even in the area, comment to another that he would sail anywhere in the world on any ship with Joshua Slocum. Slocum approached the man, and asked him if he truly meant what he said; when the sailor replied yes, Slocum identified himself, and offered the man a place on his ship.

In 1895, Slocum set off on a voyage

around the world in an antique

oyster sloop, named *Spray*, that he

had rebuilt from a wreck

propped up in a field in

Fairhaven, Massachusetts.

He had no sponsors; in

fact the idea was his

own. He was down on

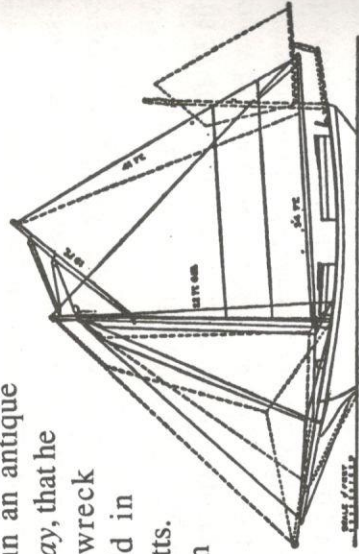
his luck, working odd

jobs in shipyards, and

he had little money. His

first wife had died, and

his second marriage left much to be desired. His children were growing up away from him, and he was alone and restless. He wanted recognition badly; he craved it, as much as he craved financial comfort, even though he did not know how to go about achieving it. His alternatives were few; continue working hard for low pay in obscurity, waiting for the new command that might never come; or try something that might bring recognition, even fame. At the very least, he



Sail-plan of the SPRAY

would be able to revisit old acquaintances from his glory days. Best of all, he would be back on the water, a place where he had always felt supremely at home.

The story of Captain Joshua Slocum is not a tale about a cranky curmudgeon of a Yankee, because Slocum was neither cranky nor a curmudgeon. Nor is it a Byronic tale of man against the sea, for Slocum's sea was not an enemy, but a friend. Slocum didn't oppose the sea, he chose the path of least resistance through it. So who would say that Slocum's voyage is not a metaphor for life? At the end of his life, Ernest Hemingway understood this simple truth, when Santiago, in *The Old Man And The Sea*, describes the sea as *La Mar*, in the feminine tense; as opposed to the local fishermen who call her *El Mar*, and see her as an adversary. Sometimes she does bad things, Santiago ruminates, but it is because she cannot help herself. In both Hemingway and Slocum we find a sea without malice. In Slocum we find a life that, although it has had its share of sorrows, has not embittered its host. It is Slocum's willingness to go forth facing life's challenges with a courageous and cheerful heart that has endeared him to so many.

SLOCUM
Centennial



Circumnavigation

What attracts us to Slocum, the self-made man, sailor, and writer, then, is himself and his unique perspective on life. He admonishes us to go forward, strongly, independently, and without fear; trusting in ourselves, and trusting in our Creator. In one passage, he mentions that the hand that whipped the seas to fury at Cape Horn "Also held the *Spray*." Faith is a quiet, internal source of strength for Slocum, to be drawn on when needed. He teaches us to be unselfish and generous; to help others when possible, without jeopardizing ourselves foolishly. He teaches us to trust others as far as is practical, and above all, to exercise good sense, and to harbor no petty meanness or malice toward one's fellow man. He teaches us that hard work and imagination will always yield bountiful dividends, and there is nothing so precious as courage tempered with practical wisdom.

Had Slocum never written a word, his remarkable voyage would be no more than a historical statistic, offering little meaning beyond the achievement itself. That is not to belittle the achievement; a solo circumnavigation is a remarkable accomplishment for any man or woman, and those who have done it have done so less for fame than for personal reasons, to find what Slocum found, among other things, the meaning of one's own life through the catharsis of elemental struggle and solitude. Yet for all the voyages of Columbus, who in fact knows Columbus himself? Joshua Slocum wrote only three short books; *The Voyage of the Destroyer From New York To Brazil*; the *Voyage of the Liberdade*; and the classic *Sailing Alone Around The World*, which has done more to popularize small-boat sailing than anything ever written before or since. Slocum himself was keenly aware of the significance of his achievement, and generously accorded the lion's share of credit not to himself, but to his little sloop, as though it had a life and soul of its own.

The paradoxes continue. Slocum's cheap hardware-store tin clock supposedly kept such perfect time that he was able to navigate precisely without an expensive marine chronometer. The fact that he got it for a dollar less because the face was cracked is evidence of Slocum's Yankee humor, and possibly his willingness to fictionalize a little. Slocum knew the importance of popular myth. Similarly, his shallow-draft sloop of 18th-century design was hardly the best boat for single-handed sailing or blue-water cruising, but Slocum has been described as a master of sailing with inadequate gear, a man who knew the limitations of his vessel and could capitalize on her strengths. Nonetheless, the many *Spray* spin-offs in wood, fiberglass, and steel have been built in the last century that would probably astonish the Captain. But it's his fault; he made his dearly beloved little *Spray* a boat with almost magical self-steering properties and speed, characteristics that seem to have been unique to Slocum's vessel, and irreproducible in subsequent replicas.

Captain Joshua Slocum's appeal is enduring. This Society, made up of sailors, circumnavigators, amateur historians, adventur-

ers, and just Slocum admirers, is testimony to that. We have all chased Slocum's ghost, some from armchairs and musty libraries, some from the tilting decks of boats hundreds of miles at sea. Always Slocum has gone ahead, leading the way, elusive yet omnipresent, distant yet alongside, and always relevant. His personal magnetism has escaped the clutches of time and death just as his little sloop dodged the treacherous rocks of Cape Horn that threatened to swallow it. Read Slocum's book and you, too, will understand why.

Joshua Slocum Society Members, We Need To Hear From You!

Because the Committee has been busily involved in Centennial celebration activities, new and renewed memberships, correspondence and restructuring, it has been impossible to keep in touch with all the Society's Past Honorable Secretaries, Trustees, Advisory Board Members, and Life Members. We invite you contact us and confirm your willingness to continue to participate and what role you would like to take in moving forward with the Joshua Slocum Society. We are especially interested in:

1. Reestablishing the Port Captains program and the list of Correspondents.
2. Reports of the Centennial plans and activities at Captain Slocum's ports-of-call, around the world.
3. Commencing immediately with the planning for 1998 Centennial celebrations in the ports of Fairhaven and Newport.
4. The establishment of local Society gatherings/activities, e.g., Fairhaven, MA; San Francisco Bay, etc.

Call The Joshua Slocum Society, c/o Ted and June Jones, 15 Codfish Hill Road Extension, Bethel CT 06801; Phone (203) 790-6616.

Captain Joshua Slocum: A Time-line

- Born February 20, 1844, in Annapolis County, Nova Scotia, by the Bay of Fundy.
- Ran away at age 14 to be the cook on a fishing schooner, but returned home.
- Left home for good at 16 (1860) when his mother died, shipped as an ordinary seaman on deep-water sailing ships, merchant vessels to Europe and the U.S.
- Obtained his first command on the California coast in 1869, and sailed for 13 years out of San Francisco to China, Australia, the Spice Islands, and Japan.
- Married an American girl, Virginia Albertina Walker, on January 31, 1871, at Sydney, Australia.
- Built a steamer for a British architect in Subic Bay, P.I., in 1874.
- Bought shares in and commanded the three-skysailyard ship *Northern Light* in 1882, considered at the time by many to be the finest American ship afloat.
- Sold the Northern Light and bought the bark Aquidneck in 1884. In the same year, his wife Virginia died (July 25) and was buried in Buenos Aires.
- Married Henrietta M. Elliott ("Hettie") in 1886.
- *Aquidneck* stranded and lost in South America, 1887
- The *Liberdade*, a 35-foot sailing canoe, built after the stranding; Slocum sails with Hettie and his oldest and youngest sons to Washington, D.C., 5,500 miles away.

- *Voyage of the Liberdade* published in 1890 at Slocum's expense.
- In 1892, a friend, Captain Eben Pierce, offers Slocum a ship that "wants some repairs". Slocum goes to Fairhaven, MA to find that the "ship" is a rotting old oyster sloop propped up in a field. It is the *Spray*.
- Slocum prints *Voyage of the Destroyer from New York to Brazil* in 1894, again at his own expense.
- Slocum departs on his famous circumnavigation on April 24, 1895 in the rebuilt 37-foot sloop *Spray*.
- Slocum returns, sailing into Newport, RI, on June 27, 1898.
- *Sailing Alone Around The World* published in book form in 1900 by The Century Company.
- Slocum buys first home on land in 1902, a farm on the island of Martha's Vineyard, Massachusetts.
- Slocum sails each winter to the tropics, 1905 - 1906, returning to New England in the summer.
- Slocum lost at sea in November of 1909.

Art, Artists and Illustrators Mark Slocum Centennial

Old Dartmouth Historical Society has prepared for sale a full color poster featuring the 1889 painting by **Charles Henry Gifford** of the *Spray* before Slocum began rebuilding her. The painting of the hull in a farm lot was shown publicly for the first time at the opening of the Museum's new Joshua Slocum exhibit on April 24, 1995.

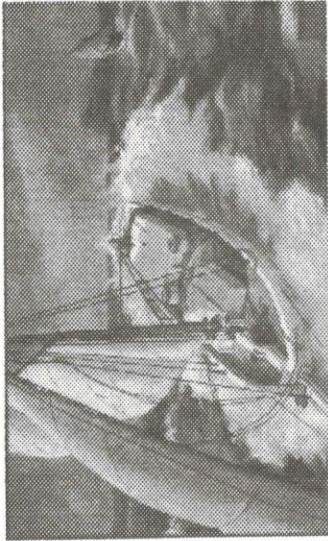
David Johnston, of the Turnstone Gallery, whose Joshua Slocum series of paintings are on display at the Whaling Museum, displayed his prints on Saturday, April 22, at the Centennial reception in Fairhaven and at the Slocum Society's Centennial dinner in Boston.

A reprint of **SAILING ALONE AROUND THE WORLD**, just released, is the inaugural volume of a new hardcover imprint of

Cape & Island "classics", *The Coastline Collection*, by The Peninsula Press, West Dennis, MA. The book is distinguishable by its colorful cover which is illustrated with a bright watercolor of the *Spray* at sea created by Martha's Vineyard artist **David P. Wallis**. The informative foreword was written by publisher **Donald W. Davidson**.

The articles on Slocum in the April, 1995 *Cruising World* were beautifully illustrated by **James E. Mitchell**. We have never located **Bruce Eliot Roberts** who wrote an article and created the painting of the *Spray* in the January 1977 *Cruising World*.

Though contacted, **Melbourne Smith**, did not respond to questions about reprinting his International Historical Watercraft Collection series of paintings of the sailboats of six solo circumnavigators.



Chased by Pirates -- David Johnston

Slocum Society Marks Historic Centennial

The Joshua Slocum Society held a gala reception in East Boston at the USS Constitution Museum to commemorate the centennial anniversary of Captain Joshua Slocum's historic departure from Boston in 1895 on his famous single-handed circumnavigation.

Henry Dormitzer, of OP Sail fame and CEO of the National Historic Seaport, delivered an eloquent welcoming address to 103 guests. Fairhaven's Roy Greenson read the Proclamation from Massachusetts Governor William Weld making April 24th, 1995 officially Joshua Slocum Day.



Col. Donn C. Slocum reads Massachusetts Governor Weld's proclamation



Centennial Committee Chairman Ted Jones (right) presents the Society's burgee to Capt. Edwin Davis prior to his departure.

Ted Jones, Chairman of the Centennial Committee, introduced the Slocum descendants. Present were Joshua's niece, Eva Earle, her daughter, Deborah Heon a grandniece to Slocum, Joshua's great granddaughter, Carol Jimerson, Marilyn Guernsey, and Gale Hermanet.

Stephen Earle, a great grandson, and Ellery Dyer & Ken Fordham, great, great grandsons also took bows. Much to our surprise Carol Jimerson was wearing "Virginia's" wedding ring!



Betty & Phil Shea

Highlighting the evening was the presentation of Slocum Awards by Ted Jones. Two of the awards were for the Golden Circle for those persons who had completed circumnavigations.

The Linters, of Boulder City, Nevada completed their circumnavigation in Desert Star.

Istvam (Steve) Kopar completed his homebuilt boat, SALAMMBO, in Hungary and circumnavigated with a single stop in Australia.

The Joshua Slocum Society was proud to present the Hakluyt award to Douglas Peck. He recreated Christopher Columbus's voyage and track, and that of Juan Ponce de Leon using the existing logs of Columbus's son and the logs of de Leon's voyage in 1513 to Florida. Colonel Peck sailed Gooney Bird using the actual logs plus computer generated profiles to test the accuracy of the original logs, has written extensively, and has been internationally recognized for the accuracy of his research.

This year marked the first presentation of a new award. It may only be presented once in a decade. It is named in the Honor of Richard Gordon McCloskey, the founder of the Slocum Society and appropriately called The Founders Award. The award is presented to the person or persons who the Society feels has contributed most in

the preservation of the memory Captain Slocum and the traditions of the Society. This special and prestigious award went to Mr. Phil Shea.

Keynote speaker, Myra Lopes, author of "Captain Slocum: A Centennial Tribute," dug deeply into the life of Slocum prior to his departure from Boston. Her research will be recorded for posterity.

Notables Ruth Wolff, screenwriter and playwright, and David Johnston, artist of a



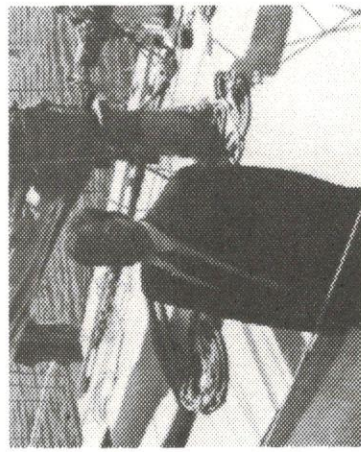
Author Myra Lopes

series of prints commemorating Slocum's solo-circumnavigation, both shared being deeply moved after reading "Sailing Alone Around the World" and thus have offered the public a play and lithographs.

The featured speaker, Edwin Davis, builder/owner of a "Spray" replica, delivered a slide presentation depicting his step-by-step progress while constructing "Spray." Truly this was a labor of love! This remarkable man reminded all of those present of his uniqueness and likeness to Captain Slocum, and was a perfect speaker for a lasting memory of the intrepid Joshua.

Ed Davis's "Spray" was along side Pier 1, next to "Old Ironsides," for public viewing. The reenactment of sailing out of Boston Harbor was a thrilling sight indeed!

For the final fulfillment of festivities Donn Slocum read the Proclamation issued by Thomas M. Menino, Mayor of Boston, declaring Monday, April 24th, 1995 Joshua Slocum Day.

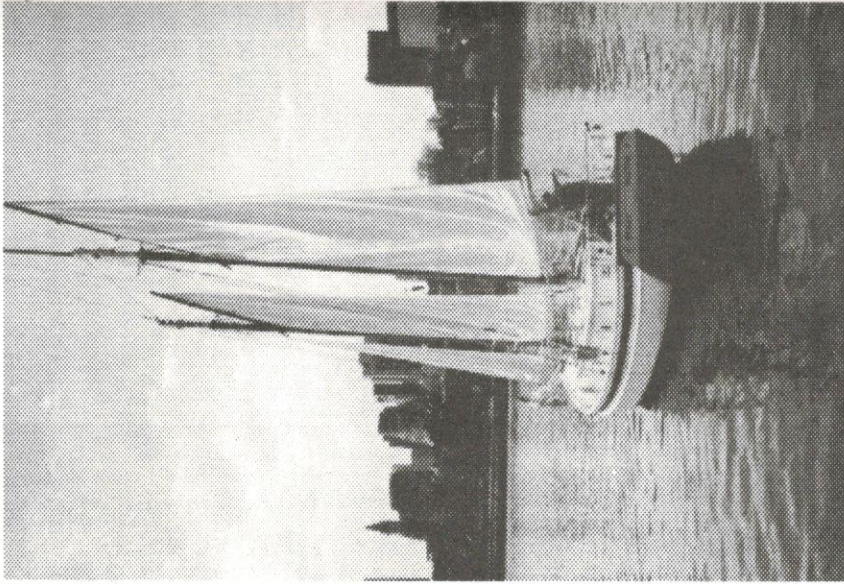


Ellery Dyer, great-grandson of Joshua Slocum, aboard Ed Davis' Spray.

Ted Jones presented Ed Davis and David Dunn the official Slocum burgee for their pending voyage to Gloucester, Maine, and Nova Scotia where further festivities have been planned.

The week-ended with our farewells to our venturesome voyagers and to our newly formed friendships.

— June Jones



Fair Winds to the Spray.

And In Fairhaven....

Fairhaven, Massachusetts, the place where Joshua Slocum rebuilt the derelict oyster sloop *Spray*, kicked off three years of regional events in honor of his famous solo voyage.

Approximately 500 people visited the Colonial Club and Poverty Point (where the *Spray* was rebuilt) on Saturday, April 22, to learn more about the voyage, and to visit a 36-ft. replica of the *Spray* docked at Fairhaven Marina.

"It started out with some rough weather but ended up pretty nice," said Curtis Lopes II, a spokesperson for the event. "We have had people from as far away as London, England... This centennial is a once in a lifetime event, and we really wanted to give it a good send-off."



Ted Jones at the plaque at Poverty Point

The 11 a.m. ceremonies at Fairhaven Town Hall were attended by approximately 200 people. Several descendants of Capt. Slocum gave speeches, and town and state officials read proclamations.

Then, the Slocum Committee unveiled a large map on the lawn of Town Hall showing the route Capt. Slocum took and the dates and places he stopped along the way. Conceived by committee member David Ward, the map was designed and painted by art students at Greater New Bedford Regional Vocational Technical High

School under the direction of teacher Sandra Santos.

Fairhaven resident Emerson Miller contributed to the design of the map which will remain in place so that visitors can learn more about Capt. Slocum's voyage. A model of Slocum's *Spray* remains on display at Fairhaven Town Hall.

In the afternoon, a plaque honoring Captain Slocum and his achievement was unveiled in the field off Cherry Street where he labored over his dream. The plaque is placed on a large boulder with a view towards the sea.

Excerpted from the article by Ric Oliveira in the New Bedford (MA) Standard-Times.



Descendants of Captain Slocum gathered at Fairhaven

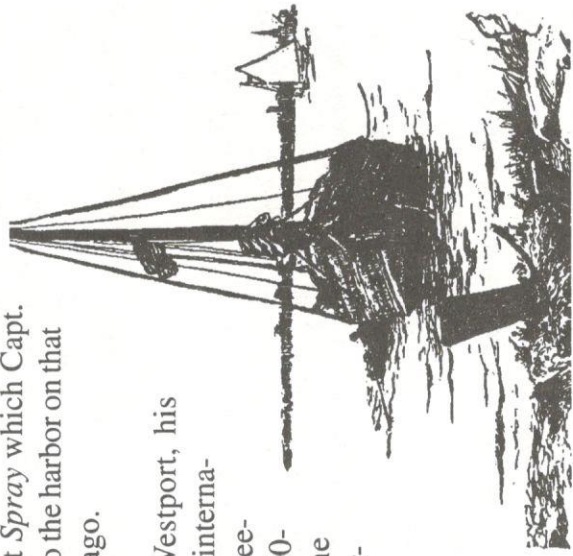
The Return of *Spray*

Westport, Brier Island, Nova Scotia, Canada - In late May, this community welcomed the arrival of an exact replica of the 37-foot *Spray* which Capt. Joshua Slocum sailed into the harbor on that date one hundred years ago.

Slocum made Westport, his boyhood home, the first international stopover on his three-year, 1895 to 1898, 46,000-mile voyage around the world, the first solo circumnavigation.

At noon on Monday, April 24, the *Spray* replica departed Boston just as Slocum did in 1895; then following his course was to make stops in Gloucester and on the coast of Maine before crossing the Bay of Fundy to Brier Island. Capt. Ed Davis, the Bar Harbor, Maine, fisherman who built the vessel, recreated the first part of the voyage.

Centennial Celebrations in Boston were sponsored by The Joshua Slocum Society, the 40-year-old international sailing association. On the eve of the departure of the *Spray* replica, a ceremonial dinner was held at the U.S. Constitution Museum on Boston Harbor. It was attended by civic dignitaries, circumnavigators, other yachtsmen and a dozen direct descendants of Joshua Slocum - great grandchildren and great-great grandchildren. Massachusetts Governor Weld proclaimed April 24th as "Joshua Slocum Centennial Day" and Boston, Massachusetts Mayor Thomas M. Menino declared the date "Joshua Slocum Day". The Town of Fairhaven, Mass., where Slocum launched his *Spray*, hosted several Centennial Events including services at the Poverty Point field where he rebuilt the boat. The



site has a plaque commemorating the mariner, similar to the binnacle memorial on Brier Island.

"I was delighted to reach Westport," Slocum wrote in his maritime classic "Sailing Alone Around the World," "Any port at all would have been delightful after the terrible thrashing I got in the fierce sou' west rip, and to find myself alone among old schoolmates now was charming. It was the 13th of the month, and 13 is my lucky number."

The Brier Island of today has more landmarks of Slocum's time than any other location. The wharf shop where he pegged fishermen's boots from cowhide is a Provincial Heritage Property as is the Baptist Church where a tablet designated Pew No.13 where his family worshiped; his grandfather John Southern, the first keeper of Western Light bought the pew in 1850 when the church was completed. At Southern Point, overlooking the tidal race at the harbor entrance, is a binnacle-shape memorial to the captain erected by the Joshua Slocum Society; and in Westport's Hilltop Cemetery is his mother's grave.

In their everyday life the islanders routinely remember their most famous son. The Community Calendar lists his February 20th birthday as well as those of current residents. For the past ten years The Joshua Slocum Tidal Race has been the most popular event during Islands' Heritage Days. Single rowers race from the Westport shore across Grand Passage to Peter's Island and return, a two-mile pull stemming the five-knot tidal race, a course young Joshua often rowed to visit his uncle, the harbor island's light keeper.

There have been hundreds of *Spray* replicas built in the years since Slocum's legendary voyage and an estimated 200 copies sail the oceans today. A number of boat-owners, sailors and aficionados have plans to celebrate the centennial of his circumnavigation on the anniversary of his arrival in overseas ports. Horta, in the Azores, Slocum's first stop after his Atlantic crossing, will host a Slocum Regatta for cruising yachts on July 22nd, the anniversary of Slocum's visit.

Members of the Slocum Society (Europe) are planning to rendezvous in England and Portugal during the summer of 1995, sail on to Gibraltar and leave there for a round-the-world cruise. A replica of the *Spray* is being completed by students of the International Boatbuilding Training College in Lowestoft, England. From there she will sail to Gibraltar and on August 25th, the anniversary of Slocum's departure, leave on a two-handed circumnavigation under the command of former Royal Navy Navigator Andrew Bishop.



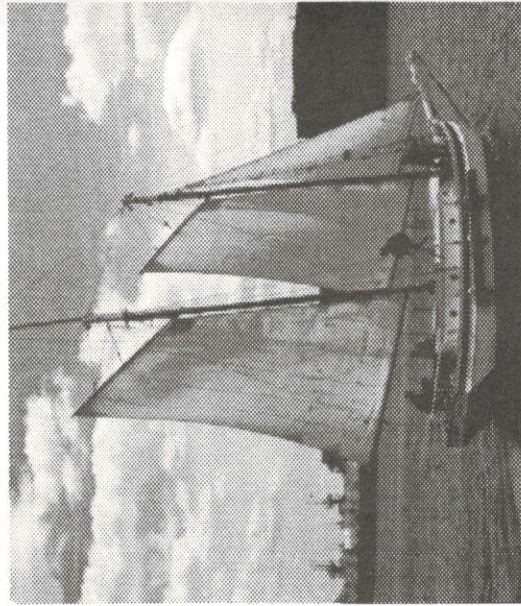
— *Phil Shea*

Society Members' Generosity Keeps Centennial Cruise Effort Underway

On May 5, 1995, David Dunn, who sailed with Edwin Davis from Boston to Gloucester, MA and Round Pond, ME reported that he had left Ed with *Spray* engine problems in Maine. David had retrieved his car and returned to work in Salem. A call to Ed confirmed his predicament. A transmission (clutch plate?) problem had disabled his engine. Single-handed, he stopped overnight to diagnose the problem. Next day he towed *Spray* with the dinghy a mile or two from his anchorage and

then sailed her home to Seal Cove. Neither he nor Dunn had money to pay for repairs or parts. Two directors of the Joshua Slocum Society, Martin Iorns in California and Russel Rink in Florida mailed money to Ed. Through the generosity of Martin

and Russ, Ed expects to make repairs, cross the Bay of Fundy, and meet his commitment to be in Westport, on Brier Island, NS, by May 13, 1995. He will meet with Philip Shea, another Society director, there and they will participate in the local Centennial celebration. At the time of this publication, the *Spray*, in command of Ed Davis and crewed by David Dunn, were unable to depart from Round Pond, ME to Nova Scotia due to severe weather conditions. The J.S.S. will have a full account of the event in an upcoming newsletter.



Chasing Joshua: Unique Educational Experiment Will Reach Out to Youngsters as *Spray* Replica Circles the Globe

When Edwin Davis departed Boston in his *Spray* on Monday, April 24, 1995, the centennial of Captain Joshua Slocum's departure, his sole crew member was David Dunn. David is a teacher from Boise, Idaho. He came east to undertake a project he calls *Voyage of the Spray*, a voyage around the world in a replica of the *Spray* that would take hundreds of students along. Dunn's *Spray* would have modern electronics equipment with which they could communicate with classrooms all around the world, delivering lessons across all disciplines and grade levels. At each port of call a new international crew would be brought aboard to sail and to teach.

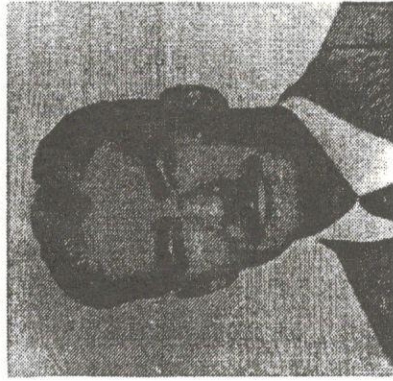
Dunn explains, "The intent of the *Voyage of the Spray* project is to share the love of learning with the spirit of adventure, to expose students by experience to both the intensity and tranquility of life as we learn about our environment, and to explore cultural differences and commonalities. The historical format will help students understand the dynamics of cultural, social and political change. The voyage itself will also demonstrate that our world is not as small as television makes it appear, and that vast opportunities to learn await those who care to venture forth."

David's departure as crew for Captain Davis is only to participate in the first leg of a Centennial voyage. He will return to Boston and continue to seek volunteers and funds to campaign a vessel that will permit him to "Chase Joshua" around the world and to carry out his educational project, *Voyage of the Spray*. To help or for information contact David Dunn at 46 Pinckney St., Boston MA 02114; phone 617-723-5070.

Richard Gordon McCloskey

by
Ruth Hartzell McCloskey

Sometime in the 1930's, Richard McCloskey read Captain Joshua Slocum's classic Sailing Alone Around The World. Many single-handed passages and sailor's tales later, he still harkened back to the straightforward account depicting an incredible voyage and revealing the character of a remarkable man. And so, when he began a Gazette about single-handers and their adventures, he naturally chose THE SPRAY as its name and THE SLOCUM SOCIETY to identify his subscribers.



The future editor was born in Mexico City in 1913 while his father was silver mining in Guerrero, but was shanghaied at the age of four when McCloskey senior went to become manager of Westinghouse in China. About 1929 they moved to

Chile, McCloskey attending 'prep' school in Buenos Aires, then dabbling in real estate, rugby and golf. He then spent a year in the merchant marine, taking third mates' papers, but completed only one voyage, as shipboard life was too confining. After stopping in Los Angeles for a short stint in films, he joined Texaco in Hong Kong. During WW II, he wrote and edited manuals for the War Department, and published paperback reprints of history and literature for armed forces personnel to carry with them. After a brief period in Spain as liaison for a development company to the Franco government, he became an officer in the U.S. Information Service, serving as Press Attache' in Lima, Santiago, N.E. Brazil, reports and psychological warfare officer in Saigon 1966/67, P. A. in Logos (Nigeria) and Buenos Aires.

In 1973 he went into mandatory retirement and settled near Seattle. For a few years, he reviewed maritime and historical works for The Seattle Times. During a few weeks' visit to England, he collaborated with Bill Beavis, "Looking Around" columnist for Yachting Monthly, on a facetious/serious glossary of nautical terms called Salty Dog Talk (Adlard Coles, 1983). He died in 1985, at age 72.

While in Hong Kong he had his first taste of sailing, failing the Royal Hong Kong Yacht Club membership test on the first try, as he sailed in circles past the finish barge under the eyes of the Commodore. He couldn't remember how to stop. (This is the same tyro who later forgot to include in the Sherman tank Manual how to get into the thing.) After the war, he had first a little cabin sloop, Genevieve, and then a mini skipjack, the Hope, both on the Chesapeake Bay. The latter was acquired in a typical landlubber manner; i.e., without sailing her first, so the rotten sail was revealed only after the eager new owner took her out and shook out the two carefully set reefs. He sailed the balmiest days that summer double reefed until he could afford a new sail. His accounts of these disgraceful moments were always rendered with great glee.

As McCloskey accumulated books about small boat voyages, especially the trans-oceanic single handers, he decided that it would be fun and interesting—and perhaps useful—to issue a regular journal for those who follow the news about such passages, including those who wanted to undertake them. From the scholarly point of view, he also realized that such an enterprise would fill the gap in recorded maritime history regarding small boat trans-ocean sailing. And so, using his growing library and items from periodicals and newspapers, he began The Spray. I think that he built the mailing list through notices in boating journals and newspapers. It extended to Europe and the South Pacific, and included libraries and boating journals. For a burgee, he took the house flag of Northern Light, Slocum's last command. An early Slocum Society member caused some consternation when he sailed under the burgee into Monte Carlo, as one can understand after examining the flag of Monaco. It wasn't in the correct position.

Thus began The Slocum Society, in 1955, in the area around Annapolis, Maryland. There were occasional rallies, when members within cruising/driving distance would gather at McCloskey's, or there would be dinners in New York. Burl Ives was present at one of the former and the Honorable Secretary recalled that a lawn chair fell victim to the Ives over-average weight. However, they were all led by the famous performer in some rousing chancies. During this period, McCloskey produced an account (unpublished) of single and two handed transoceanic voyages, 1857 to 1957, called Hakluuyt Minor.

About 1960, McCloskey and a core group of the Slocum Society started the Trans-Atlantic Single Handed sailing race. Col. Blondie Hasler anchored the British end. By the time the race took place, McCloskey was on his Santiago post and John Pflieger had assumed the secretaryship. The first transatlantic race was won by Francis Chichester. Later, when we were married (the writer of this memoir had just entered the scene) and we were stationed in Bahia, Brazil, Dr. David Lewis and family stopped there, after he had completed the 1964 race, to visit and careen, before confronting the 'round the world voyage which you have read about in Daughters of the Wind.

McCloskey and his Slocum Society companions conceived the "transat" in the Corinthian spirit and he was later quoted as saying, after it had become the OSTAR under The Observer's sponsorship, "It was meant to sponsor the amateur and it has turned into a bloody jamboree!" He admitted that he hadn't foreseen the competition as leading, perhaps inevitably, to commercial promotion and syndication. When a reporter asked if he had ever done a single-handed, he replied "I was never in a position to do it, and besides, I was scared stiff". Thus, despite his remarks at the OSTAR, he did recognize, as do all of us, the tremendous effort and achievement it signifies.

The Slocum Society and The Spray were 'Pickwickian' ideas and were meant to promote the fun of maritime reading and writing, and long distance sailing - to enrich the lives of you armchair or entrenched 'salts' out there.

Capt. Slocum Onstage Again

Joshua Slocum always had a penchant for the theater, and now a play has been written about him. **Ruth Wolff**, a playwright from New York who attended the Joshua Slocum Centennial dinner in Boston has written a one-man, two act, 90-minute play entitled JOSHUA SLOCUM SAILING ALONE AROUND THE WORLD. The drama had its premiere at the Newport, RI, Museum of Yachting. It was produced by the Rhode Island Shakespeare Theater, with **Bob Colonna** playing the role of Slocum. Many of us met Bob who is the son of Jerry Colonna at the dinner. As Ruth explains, "As soon as I read his book... I felt this was a story that had to be told to an audience from the stage."

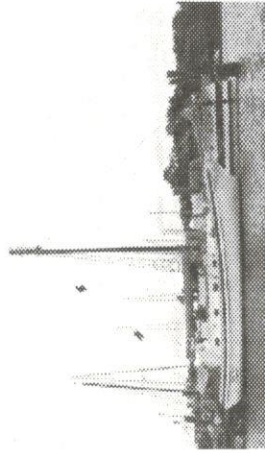
Ruth is not alone in her recognition of the stage as a way to tell the Slocum's story. **Ricki Lee Hagen** from Atlanta, GA, who met Ruth for the first time at our Centennial gathering, is an accomplished actor/director with seven years professional experience. He has drawn a collection of vignettes about the people, the places and the meaning of Slocum's journey. Ricki is preparing a drama that will soon be available in a number of formats that can be tailored to any venue, from a walk-around Joshua Slocum character, to short scenes from the play, to a full-scale stage production. At the Centennial reenactment of the Boston departure on April 23, 1995, the crowd enjoyed his reading of extracts from Chapter 2 of *SAILING ALONE AROUND THE WORLD*.

Another artist at the dinner who has been inspired by the life and voyages of Joshua Slocum was **Dillon Bustin**. Dillon included a sea chantey, *ALL ABOARD THE SPRAY*, in a musical which he wrote and produced for Marthas Vineyard performances.

Spray Replicas

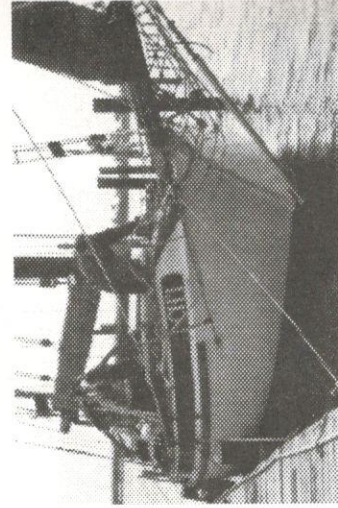
Edwin Davis, who built his *Spray* replica himself, spoke at the Slocum Society's Centennial dinner at the USS Constitution Museum, telling the fascinating story of how he built his *Spray* in Maine of native timber. He brought her to the Boston National Historical Park and reenacted Captain Slocum's 1895 departure for the media and Park visitors. Then on Monday, April 24, 1995, the authentic 100th anniversary date, he departed at noon for Gloucester, MA. He intends to proceed along Joshua Slocum's track at least as far as Joshua's boyhood home, the village of Westport, Nova Scotia.

Centennial correspondence has turned up several *Sprays*: One of the most beautiful *Spray* replicas is the *Ehu Kai* (Hawaiian for "sea spray") owned by **Derick and Leoneine Grif-fin**, live-aboards, who are currently winter-cruising the Neuse and Pamlico Rivers and the Pamlico and Albemarle Sounds out of New Bern, North Carolina. **Meriah Bur-**



Ehu Kai

man, age 12, wrote that she was born aboard *CH'I*, her family's classic *Spray* replica. The Burman's sailed to Slocum's home port of Fairhaven, Massachusetts, on April 22, 1995, where the whole community participated in a gala day-long Centennial celebration. Captain **Tim Manning**, with a 55' gaff-rigged ketch, *Spray*, operates a charter service out of Hilton Head Island, South Carolina.



CH'I

David Dunn, a teacher from Idaho, had a marine architect survey *Starbound*, a 50' *Spray* replica owned by **Gordon and Nina Stuermer**, with the intent to purchase it and to sail it around the world on Joshua's itinerary. *Starbound*, which was once owned by Burl Ives and has already been twice-around, may be rechristened the *Crystal Spray* if acquired by Dunn for his Voyage of the *Spray* educational project. We found two *Spray* replica owners nearby, but neither was able to bring his boat to the Centennial celebration at the Park. One is owned by **Fred Ebinger** of Ipswich and the other by **Ed Casassa** of Boston. Both owners attended the Slocum Society dinner, however.

Betsy Powell of WoodenBoat Publications forwarded information from The Register of Wooden Yachts. It lists a *Spray* replica built by Tom Krivanich and owned by **Brian and Heather Johnston** of British Columbia. It lists a second one, the *Spray of St. Briac*, out of Philadelphia. **Patricia Angerami**, who many met for the first time at the Centennial dinner, related that she and her husband's *Spray* replica, *Island Trader*, was built in Tonawanda NY. They brought it to the sea via the Erie Canal and the Hudson River and sailed it to the Caribbean in the 1930s.

A new group called the Slocum Spray Society, U.K. is organized around the fact that the founders are all owners of Bruce Roberts *Sprays*. **R. Bruce Roberts-Goodson**, prolific designer of *Spray* "replicas" of wood, glass, steel or ferro-cement construction, varies boat size, standing rigging and accommodations to suit purposes, but claims integrity to historical dimensions below the waterline.



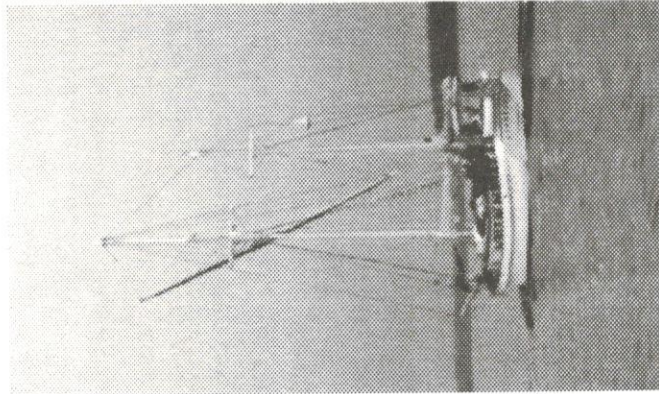
David Sinnett-Jones

One of the founders of the Slocum Spray Society, **David**

Sinnett Jones plans to sail his *Zane Spray* from his home port in Wales to Horta in the Azores to arrive on July 20, 1995 and then on to Gibraltar to arrive on August 25th, these being the centennial dates of Captain Slocum's arrivals. In his brand-new book, *Spray — The Ultimate Cruising Boat* (Sheridan House, Dobbs Ferry, NY), Bruce Roberts says there are over 1,000 *Spray* replicas worldwide.

In 1929, **Bob Culler** launched his well known *Spray* replica that he built and sailed for 23 years. Last heard from, it was on the California coast. **Bob White** recalls, from Texas, Culler's comments on the plans obtained by Bob from Kenneth Slack to build his replica *Brier Island* to. "As close to the original as a person can get." and "Don't fancy it up, she works fine as per original... so she's not broke, don't fix her." Built in 1974, to cruise the coast of California and for offshore albacore fishing, *Brier Island* may currently be sailing out of Morro Bay.

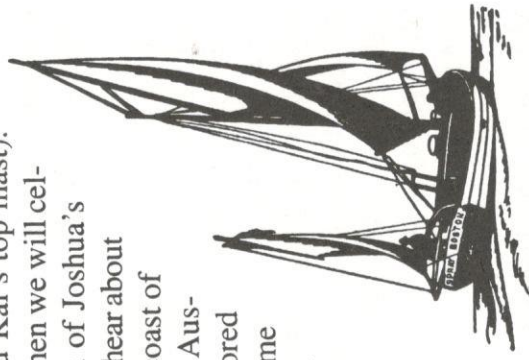
C.E. Zoerner, Jr. wrote about his successful efforts to follow up on the disappearance from the scene of *Igdrasil* which, in 1939, was undoubtedly the most famous cruising yacht in the world. Named for "the Tree of Life" in Norse mythology, *Igdrasil* was the first *Spray* replica to circumnavigate. Her builders and crew were **Rodger and Edith Strout**. The voyage was extensively covered in the National Geography and Edith Bauer Strout became the first woman to sail around the world aboard a yacht, for which she received the Blue Water Medal. Soon after the voyage they sold the boat and it has passed from hand to hand through the years.



Starbound

Cy was able to find *Igdrasil* and talk to the present owner, a man named **Muller**, who took it by trailer to Anacortes, Washington to live aboard and continue its restoration.

Much has been said about the accuracy of the details on replicas of the *Spray*. The artist, **David Johnston** called Bruce Roberts attention to specific discrepancies he found in the cutaway drawing in Roberts' article in the December, 1994 SAIL magazine. Joshua himself tells how he shortened the *Spray*'s boom four feet at Pernambuco and of the installation of the jigger-mast in Rio de Janeiro. **Leon Frederick** says, in a letter, "The rebuilt vessel had crossrees; these were removed at Buenos Aires where considerable work was done on the vessel." He concludes, "Thus far no true replica of *Spray* has been built which exactly resembles the original vessel rebuilt by Slocum. The configuration of the ancient *Spray* was evolutionary and there is no doubt its details will continue to be argued. It seems not at all improper that present builders and owners of *Spray* replicas make prudent changes such as adding engines, increasing sail area (Davis' *Spray* is schooner rigged) and reducing overhead to the pass under bridges (Griffins have struck Ehu Kai's top mast). Perhaps, between now and June 1998 when we will celebrate the centennial of the completion of Joshua's famous voyage around the world, we will hear about other *Sprays* from Europe and the west coast of the United States and Canada and from Australia and New Zealand, where it is rumored to be many. They will all be invited to come to Newport and Fairhaven in June 1998.



Commodore "Mac"

A Remembrance by Don Holm

I first met our Honorable Founder, Richard Gordon McCloskey, in person around 1977. I had previously corresponded with him during the writing of my book *The Circumnavigators*. I had become aware of the Society during my several years of research. He was a valuable source of information, and his penchant for accurate details was invaluable. Our correspondence just naturally continued after the book was published and characteristically, he conned me out of one of my six author's copies that the publisher had so generously given to me. Meanwhile, he and his wife Ruth had moved to Bothell, Washington upon his retirement from the U.S. Foreign Service. Thereafter we spoke on the telephone quite frequently on matters of mutual interest; namely blue water voyaging, boats, and writing. I was at the time completing a 42-foot Cascade sloop in Portland, Oregon, where I was still employed as Wildlife Editor and Outdoors columnist for *The Oregonian*. At the time, I believe the Slocum Society's commodore was Jean Taupin., and I got the impression that Mac had a great unscratchable itch to get back into the saddle as commodore, himself.

We actually met eyeball to eyeball in a waterfront club overlooking the Willamette River for lunch one day. He and Ruth were on their way to Eureka, California to see his daughter, who—by coincidence -- had married a guy from my little hometown on the windswept prairies of landlocked North Dakota. When Myrtle and I arrived a little late, we found them already settled in a booth and there were several already consumed highballs on the table, I ordered another round for all of us during the introductions, and the waitress brought the bar check and handed it to me for all the drinks up to that point. I also got stuck for the luncheon. Again, characteristic of McCloskey's Scots inheritance.

I found Mac just as I had pictured him - feisty, colorful, with a sort of British colonial suaveness about him. If he had not denied it, I would have thought that he was a veteran of the English regiment

that built the bridge over the River Kwai. It was a most pleasant and stimulating luncheon, as always was the case when socializing with Mac. Later, Myrtle and I drove up to Bothell to visit them in their home and were treated to an astonishing library of rare and valuable books and artifacts of maritime lore, blue water sailing, and related subjects, as well as stacks of back issues of leading yachting publications. He told me that he was about to take over the duties as commodore again, as Jean Taupin wanted to retire. But before he could, the post went to Neal Walker in Hawaii.

After I completed *Wild Rose* and began moving up to Port Townsend and retirement, we became quite close friends. By this time, he had devoured my new book, *The Circumnavigators*, and a second book, *Cruising The Northwest*. Characteristically, he had dismembered both word by word, cataloguing all the typos, misspellings, and "misstatements of fact" as he knew them. It was a humbling, if not a humiliating, experience, and I was not a little put out by his criticism, inasmuch as I had given him the books as a gift, not as review copies. But that was Mac.

I think Mac had spent most of his life outside the United States as a member of the diplomatic corps. His experiences in South America, Asia, Europe, and other places where he had been stationed or had visited, were extensive and enthralling. I could listen to him for hours and have always been sorry that he never really got down to cases and put his memoirs on paper.

I don't know how (or when) he became a Slocum aficionado, but I presume that he did the same way that all of us did — by exposure to the enduring classic *Sailing Alone Around The World*. While stationed in Buenos Aires, he had sought out and photographed the grave of Joshua's beloved Virginia and had also done extensive research in local archives on the subject of Slocum's many visits there. He had started writing on the subject and developed the little newsletter, the *Spray*. Soon he had a subscription list of 20 or 30 members, and more coming aboard all the time. One of the early members was John Pflieger, a well-to-do, talented, and scholarly New Yorker who

loved sailing. John later took over the editing of the *Spray* and held this position until he disappeared off his boat while cruising alone in the Caribbean. Meanwhile, Mac continued at the helm of the new Slocum Society from wherever he happened to be stationed — China, the Far East, or Europe. When he was posted back to the United States, he and Ruth lived in a waterfront cottage on Chesapeake Bay, where he had his own oyster smack tied up to the front yard. Here the Slocum library began to grow, and here members and other armchair sailors would often rendezvous for a gam. I can imagine that this was one of the best periods in Mac's life.

After Myrtle and I retired, we used to see Mac and Ruth at various functions, such as the Slocum rendezvous at Friday Harbor in the San Juan Islands, in conjunction with SSCA, and again on occasion when Seattle yacht clubs brought to town such famous sailors such Robin Knox-Johnston, Beryl Smeeton (a very charming gal), John and Maureen Guzwell of *Trekka* fame, Bill Nance, brother of Bob who acquired *Tzu Hang* from the Smeetons, and Bob Carr, who built one of the last *Spray* replicas and sailed aboard the rest of his life sans engine or other modern devices.

Somewhere along the line, Neal Walker took over as commodore and moved the headquarters to Hawaii. Later Neal turned it over to Ken Baker, and about this time, Mac decided to take back the job himself. Subsequently, the files, books, and other materials were shipped to Mac and he installed them in his home in Bothell.

This arrangement did not work out for a number of reasons, and after a few months, Neal and Jean Taupin came up to Seattle to see Mac and it was decided to take the Society back to California where Neal had meanwhile moved to work on his own boat. Neal ran the Society from there for a couple of years, during which time I volunteered to produce monthly *The Sailing Club Newsletter* as a supplement to the *Spray*. I envisioned this as being a temporary assignment, for maybe a year, but then Neal prevailed on me to take over the helm of the Society, and I subsequently did -- and was hooked for the next 12 years.

Meanwhile, Mac and I maintained contact by mail and phone on various subjects of mutual interest. One day I called on the phone and Ruth answered. I told her jokingly, as was my wont, that I would like to speak to that old dude. Ruth replied tearfully that Mac had just died. After that, I felt that something had gone out of the old Society, perhaps like Josh himself, and John Pflieger, Mac had gone missing. It just wouldn't be the same again.



REPORTS



The Lifelong Adventures of Douglas Peck

The many solo racing experiences of Life Member Douglas T. Peck have been reported in past Joshua Slocum Society publications. His sloop *Gooney Bird* was prominent in East Coast and Caribbean races for single handers during the 1970's. More recently, he has been recognized internationally for his historical research by sailing and re-sailing the routes of early Spanish explorers from their navigation logs. Colonel Peck, with *Gooney Bird*, retraces and duplicates the tracks of early explorers like Columbus and Ponce de Leon by sailing and exactly following their navigation logs from their point of departure to try to determine exactly where they touched land on their discovery voyages. And with this practical, pragmatic and scientific approach he has discovered that it is possible that theoretical-academic historians are not always correct in determining where these early explorers and navigators made their landfalls and discoveries.



In four voyages between 1985 and 1992 in which he followed the log of Columbus, Peck raised the possibility that Columbus made his 1492 landfall on San Salvador Island in the Bahamas, rather than Samana Cay as theorized by the National Geographic Society. And in a 1990 voyage, Peck found that Ponce de Leon's log may have led to Melbourne Beach, Florida, 125 miles south of the commonly accepted landing at St. Augustine. Peck has had a number of his technical research papers on the Columbus and Ponce de Leon voyages published in academic

journals of leading historical societies here and abroad.

Peck's technical academic papers have now been expanded into two books which bring out many more interesting (and sometimes controversial) ideas about the voyages of early explorers that will not be found in other historical writings. His Columbus voyages are **CRISTOFORO COLOMBO - GOD'S NAVIGATOR**, Columbia Publishers, Columbus WI, and the **Ponce de Leon voyages** are in **PONCE DE LEON AND THE DISCOVERY OF FLORIDA**, Pogo Press, St. Paul MN.

The Society is honored to announce that it has presented the Hakluyt Award to Douglas Peck of Bradenton, Florida, in recognition of his achievements. The award will be given to Mr. Peck by his home yacht club later this year.

HOWARD FRANKLIN -- Modeling Spray

Owner of *Salty Spray*, a Roberts Spray 40, Howard R. Franklin of Miami, Florida, writes that he recently completed a model of Captain Slocum's *Spray* and would be glad to build another. He has built many models of privately owned yachts and is interested in commissioning others.

