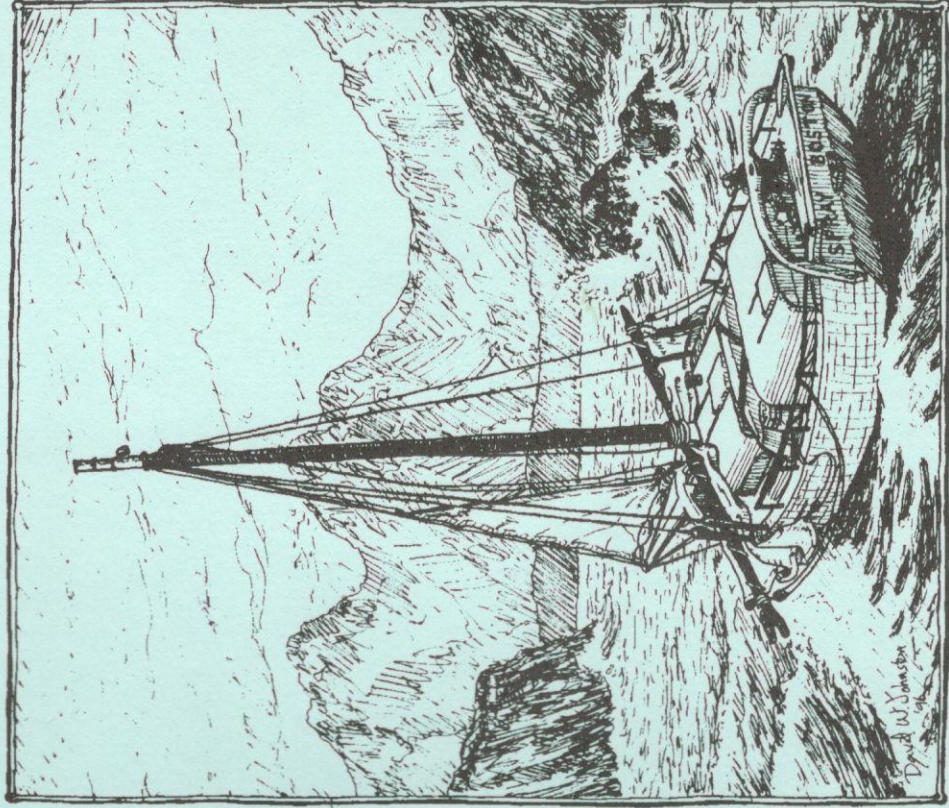


The SPRAY



1996

1996 Joshua Slocum Society International SPRAY Journal

Joshua Slocum Society International

Founder - Richard Gordon McCloskey (1913 - 1985)

Flag Officers

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Vice-Commodore - Donn C. Slocum

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Richard Willstatter

Richard Griffin

Cover: Pen and Ink recreation of "Morning After the Milky Way" by David Johnston, The Turnstone Gallery, P.O. Box 6604, Hunstville, AL 35824.

SPRAY Journal 1996

The SPRAY is the official annual journal of the Joshua Slocum Society International, founded by writer, sailor, and Slocum enthusiast Richard Gordon McCloskey in 1955. It is a non-profit organization dedicated to preserving the memory and legacy of Capt. Joshua Slocum, to honoring circumnavigators and solo voyagers, and encouraging long-distance small-boat cruising. Members of the Joshua Slocum Society include well-known circumnavigators, marine historians, cruising sailors, and others. Membership is open to everyone. For information about

the Society, contact Commodore Ted Jones, 15 Codfish Hill Road Extension, Bethel, CT 06801 USA, Tel. (203) 790-6616, Fax (203) 270-1582. For Submissions to this journal, contact Rear Commodore Michael L. Martel at 16 Birchwood Drive, Bristol, RI 02809 USA, Tel. (401) 254-1473, Fax (401) 253-7353, e-mail Jsspray@aol.com. For membership information, contact Vice Commodore Donn C. Slocum, 12 Par Del Rio, Clifton Park, NY 12065 USA, Tel. (518) 371-4270, e-mail dslocum@ix.netcom.com.

From The Commodore

Reorganization: An Update

Dear Members:

In Signal #74, we brought our reorganizational efforts to your attention. Following is our progress to date:

By this year's end the Joshua Slocum Society International will be incorporated in the State of Connecticut as a non-profit organization with proper tax-exempt status, by-laws, etc. The end result of this change should provide a more stable base of operation for the Society in the future.

Going "International" does several things for us. Most importantly, we'll bring in other countries around the world where people celebrate and have an interest in Joshua Slocum. We'll get readable journal information about what their long-distance sailors are doing. It will also give us a better base for exchanging, via the Internet, helpful data on sailing alone anywhere, not only around the world. Finally, it will give all of us an opportunity to talk with people offshore and make new friends.

The Rendezvous in Newport, R.I. was a great success. All enjoyed good food, an enlightening presentation by Herreshoff Marine Museum curator Carlton Pinheiro, and Circumnavigator

Peter Cassidy, in a great setting - the Museum of Yachting. More people are coming forward and offering us support.

Our next get-together will be announced in the newsletter of Oct./November 1996.

Fair Winds,

Ted Jones

Editorial

How Will You Help Celebrate The Centennial?

It has been said that no two snowflakes are alike, and I suppose the same applies to JSSI members. On one end, we have a few dedicated individuals who are willing to drive hundreds of miles and spend the night in a hotel room just to set up tables and chairs at a JSSI gathering or man a booth, all at their own expense. On the other end there are perpetual critics and whiners who feel that someone, somewhere, owes them a meal, or a free ride, and will contribute nothing positive to the Society, not even dues. Everyone else is more or less in the middle, with a blessed preponderance toward the former.

I have been a member briefly - nearly two years now - and two things about the Joshua Slocum Society (International) continue to amaze me; First, what a great and colorful organization this once was, and secondly, how I am continually hearing about our members, sailing to foreign ports, surprised to find that boats from out of nowhere still recognize and respect the JSSI's distinctive red and white burgee. It is better known abroad than in the U.S.!

The residual respect around the world for the JSSI, as well as its fine past, is the key to its future. The historical personage of

Joshua Slocum himself has a niche appeal, but the values and aspirations that he championed - independence, self-reliance, courage, sailing skill, small boat voyaging, and more - have universal and virtually unlimited appeal. Those of us who became hooked on Slocum through his books in our teenage years (or any other years!) know this well.

The JSSI has a great deal to offer sailors, sailing enthusiasts, and marine history buffs both young and old, but it cannot do anything for anybody - particularly promoting small-boat voyaging - without a conscious effort to grow the Society and reach out. Following are some of my thoughts for suggested "action items" for Joshua Slocum Society International members. See if you agree.

1. We need more members. And we especially value and need our current and original members, who have much to share with newcomers. 1997 should be a "be a member - bring in a new member" year. Every existing member should try to bring in at least one new person. New blood brings new experience, interest, and vitality to our organization.

2. We need revenue. The Society can do virtually nothing without money. New memberships bring this in, also sales of patches, burgees, etc. Newsletters are not printed for free. Honorary and life members, regardless of who designated them such, should do their responsible part, by becoming dues-paying members, or at least making a tangible contribution to cover the expenses of sending out the newsletters and SPRAY every year.

3. We need Port Captains. Being one is a responsibility, but it is also rewarding. If you are a member in a part of the country or world that needs one, and are willing to provide hospitality, camaraderie, navigational information, and other vital assistance to visiting JSSI members, then sign up with Vice-Commodore Donn Slocum!

4. We need communications! Many passagemaking sailors today use computers and utilize the Internet, since they do not always have permanent mailing addresses. I would like to be able to list e-mail addresses in the roster, as well as what have you - radio call signs? Let us know. If you are a cruising member, let us know what is going on in your part of the world. Write to us. Talk to us. The JSSI cannot effectively serve its members without feedback from you!

5. Get involved. Attendance at the Newport JSSI Rendezvous could have been much better. We could have more events if there was more interest! How about hosting a JSSI event or mini-rendezvous in your area? Remember, 1998 - the centennial of Captain Slocum's triumphant return - is just around the corner. What will you be doing to help the JSSI - and sailors everywhere - celebrate the centennial? If this event goes by without much more than a squeak, then we have no one to blame but ourselves, and each member knows, in his or her heart, where the responsibility for failure lies.

— Mike Martel

Are You Flying Our Burgee?

The distinctive red and white burgee of the Joshua Slocum Society International has been an internationally-recognized symbol of our Society for decades. We are constantly hearing, even today, that JSSI members sailing in international waters are surprised, when flying the burgee, to be hailed by other boats who recognize the flag from years ago, and prior contacts with Society members. It is possible that the old Aymar & Co. shipping company flag, adopted by the JSSI years ago, is better known in foreign ports than in the U.S.! If you are a member of the JSSI and own a boat, you ought not to be underway in any waters near or abroad without this burgee flying from the appropriate place in your rigging. It is well respected in many places, and could be the

icebreaker for new friendships in distant ports. Contact Commodore Ted Jones today if you don't have one, or if you haven't replaced yours since the last hurricane blew it off the spreaders, and order a new one!

News & Features

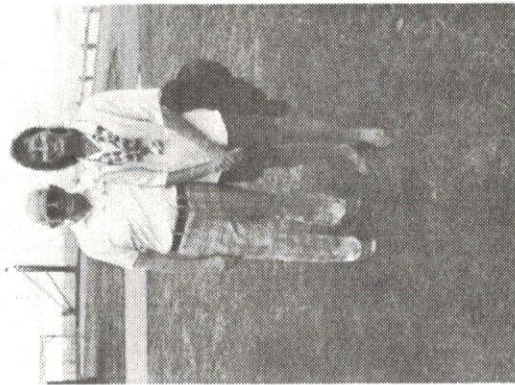
Centennial Rendezvous in Newport Offered New Insights, Directions

Newport, R.I. —

The Joshua Slocum Society International held its centennial rendezvous at the Museum of Yachting at Fort Adams, on the harbor, in Newport, Rhode Island, USA this past August 3rd, 1996.

Although the day was cool, humid, foggy, and overcast, the rain held off and Society members were able to set up shop on the grassy lawn under tents left standing from the recent Newport

Rhythm and Blues Festival at the fort. Following coffee and doughnuts provided by the Society, registration commenced, then the general business meeting was held, the highlight of which was the brief address given by Mr. Evan Smith, Director of Tourism for the Newport (R.I.) County Convention and Visitor's Bureau. Mr. Smith attended the meeting at the invitation of Donn Slocum, and gave members some excellent food for thought regarding the Society's promotional activities relative to the 1998 centennial.

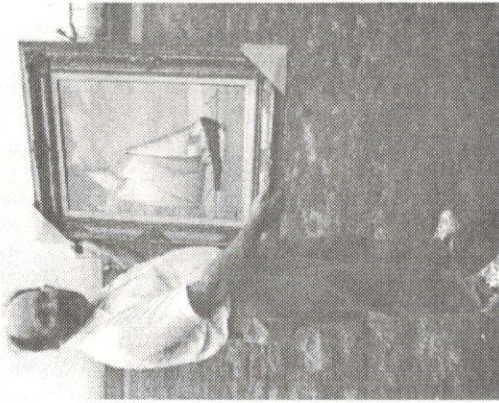


Phil Crowther and Sherry Marx of the Museum of Yachting

Somewhere in that sailor's town, Commodore & Mrs. Ted Jones managed to find a 6-foot-long sub sandwich crammed with cold cuts, cheese, and appropriate condiments, for lunch. Initial fears that our Commodore would consume the whole of it by himself were unfounded, and he and June graciously sliced that Mako of a sandwich into enough portions to feed the

whole crew. At the time, it occurred to this writer that the mark of a good skipper may be one who can creatively rustle up enough good grub quickly and divide it evenly enough to get the crew fed and keep the boat sailing. I felt, at that point, that I had signed onto a good boat. The "plum duff" of the lunch was the variety of homemade cookies brought by the skilled bakers in the group. Enough were brought to permit occasional munching throughout the afternoon. Those members who did not attend, you did indeed miss much.

The afternoon's first guest speaker was Mr. Carlton Pinheiro,



David Johnston unveils his latest work



Carlton Pinheiro of the Herreshoff Marine Museum

Curator of the Herreshoff Marine Museum in Bristol, R.I. His presentation focused on the unique friendship between Capt. Slocum and the great yacht designer and marine engineer Capt. Nathanael G. Herreshoff, the "Wizard of Bristol", during the 1900's. During his presentation, he mentioned that the Herreshoff Marine Museum will be creating a display within the Museum using recently-dis-



Peter Cassidy with friends

covered photographs of Slocum and the Spray to highlight this relationship.

At the end of Mr. Pinheiro's presentation, A hot "clambake-to-go" was served by the McGrath clambake caterers, with lobster, drawn butter, clams, corn, sausage, and all the fixings. Following cocktails and the dinner (and yes, still more cookies), JSSI members were treated to an inspiring first-hand account of a recent 20-year circumnavigation by 26-year-old Peter Cassidy, complete with slides and overhead projections of



Burt Jacoby and June Jones

his route in the Museum's lecture hall. This sort of achievement, it might be said, embodies much of what the business of the JSSI is all about. Thereafter all adjourned. Burt Jacoby and Ed Clement were the only JSSI members to attend by boat, and moored in Newport harbor nearby, flying the JSSI burgee.

Rower Feared Dead

In a recent JSSI newsletter, we mentioned the saga of Peter Bird, the British adventurer who was attempting to row across the Pacific alone in a small cigar-shaped craft. On a sad note, we have learned from a news article that his 29-foot homebuilt boat *Sector II* was found upside down and empty 1,100 miles off the east coast of Japan back in June. The Japanese Coast Guard searched for two days but found no sign of Bird.

New Bedford Whaling Museum Features Impressive Slocum Exhibit

The New Bedford Whaling Museum in New Bedford, Massachusetts, has put together a remarkable Slocum exhibit that has received high praise from JSSI members who have seen it, including your editor, who made a pilgrimage there. Judith Lund, Curator, writes:

"The Old Dartmouth Historical Society-New Bedford Whaling Museum has a dual personality. The Museum holds the largest collection of artifacts and documents relating to the American Whaling Industry. In addition, it is the historical society for the towns which comprised the Old Dartmouth area, the present-day towns of Westport, Dartmouth, Acushnet, New Bedford, and Fairhaven. Because Joshua Slocum refurbished Spray in Fairhaven, his is a local story for us. In that light, the Museum has collected a small amount of material related to the story, including the printed Spray souvenir booklet written by

Slocum, and a model made by his son.

In 1987, when beginning work on an exhibit of paintings of the Fairhaven artist Charles Henry Gifford, the former Museum director and curator Richard Kugler came across two paintings by that artist of Spray in Fairhaven. That discovery led him to correspond with Waiter Teller, Slocum's biographer, about those paintings, which were heretofore unknown among Slocum scholars.

Conversations developed, and the Museum began to discuss with Teller an exhibit focusing on Joshua Slocum. By that time, Teller had put together the foremost collection of Slocum-related materials for his books on Joshua Slocum. Teller generously donated his collection to the Museum in 1990, but unfortunately didn't live to see the project to completion.

It fell to me, as curator after Kugler's retirement, to develop the exhibit... Using Teller's collection and materials from the Museum's collection, we have now told Slocum's full life story. Beginning last year, we first tackled the last part of his life, from the circumnavigation to his mysterious disappearance. Using photographs, models, and a recreation of the bunk area from Spray as best we could envision it, we show where he went, and what we know about those travels, including some quotations from his letters. With Peter Duff's hull model and Sammy Smith's scale model of Slocum himself, I try to convey to non-sailors particularly, the size of a 36-foot boat in relation to a person.

This spring, I finished the task, by beginning Slocum's life. Because he was born very soon after the development of the photographic process, there is little visual documentation of his early years, his vessels, and his family. It was a challenge to convey his early commands. By artful use of silhouettes, I have tried to give an idea of the types of vessels he commanded, and their relative sizes. These images also provide an opportunity to explain the types of rigs of the variety of vessels Slocum commanded

during his early career.

The exhibit also currently contains a variety of editions of "Sailing Alone," as well as examples of all Slocum's publications. Though the exhibit on Slocum will be a long-term exhibit, the books and other printed materials will eventually, be retired because of our concern for their long-term exposure to light. When retired, those materials will be returned to storage with the Teller Collection, which is available for examination in the Museum Library (please call 508-997-0046 ext 12 to make an appointment). Also housed in the Library is the Joshua Slocum Society International's Library of over 600 books and pamphlets relating to small boat and single-handed sailing."

The Museum is located in New Bedford's Historic District, at 18 Johnny Cake Hill. It is open 9 a.m. to 5 p.m. every day; it is closed only on major holidays. Admissions \$4.50 for adults, \$3.50 for seniors, and \$3.00 for children ages 6-14.

Still Chasing JoShua

At last word, David Dunn had announced the scheduled launching of another Spray replica, this time in Salem, Massachusetts, in August, in his continuing bid to "chase Joshua" around the world and provide, as he explains, a "distance learning project" that will feature "teacher-centered adventures [to] enhance the teaching skills of the participants". The new acquisition is reportedly a 35-ton, 46-foot vessel named the "Crystal Spray", and is intended to sail from Boston in October on a journey planned to follow in the wake of Slocum's circumnavigation. Aboard will be the first three teachers along with a professional crew. In a brief interview with Burt Jacoby, Dunn described the commercial venture as "entrepreneurial education" that is intended to "pay for itself" by producing videos, films, and the sale of imprinted wearables.

Wooden Blocks and Submarines

Mr. Bob Chapel, owner and maker of Bainbridge Blocks, and a former acquaintance of the Joshua Slocum Society's late founder Richard Gordon McCloskey, is looking for information - any and all kinds - on German U-Boats. Bob is contributing a wonderful collection of old SPRAY journals and newsletters to the new archives of the JSSI, and in return asks if any of our members can assist him with his hobby in gathering U-boat information in the form of books, photos, etc; not much to ask, and certainly a fair trade. He is also willing to negotiate to purchase such items if it is in the interest of the owner. His name is Bob Chapel and his address is 13849 Mason Branch Road, Ridgely, MD 21660, Phone/fax 410-634-1841, e-mail: Bblocks@aol.com.

Your editor would like to add that he recently purchased a brand-new ash shell block - double with a becket - made by Bob, for our gaffyaw! *Privateer*. The quality of the new block exceeds that of every other wooden-cheek block on our boat - and there are a lot of 'em - including some vintage Merrimans. Maybe it's not exactly polite to plug a business in the SPRAY, but these are really nice blocks, so if you are looking for a source, take note.

Maxx and McCloskey Plan A Race Excerpted from "This You Won't Believe" by Maxx Robinson.

In a previous publication, we spoke about Maxx Robinson's jaunty book of recollections that he is writing and expects to be publishing soon. Maxx, who has done it all, met 'em all, and now tells it all, weaves an engaging yarn about his colorful life and the people he has met and, most interestingly, some of the capers he has pulled off in his time. The book has a fast-paced sales-pitch style with a lot of name-dropping, but it is told in spirit that is both entertaining and interesting, and conveys the feeling that here is a fellow who has had a heck of a lot of fun living his life

and is having just as much fun relating it. Whether it's all true or not is, well, up to the reader to decide, but maybe Maxx is giving us a clue with the book's title. Following is an excerpt from a chapter dealing with the startup of the Joshua Slocum Society and his friendship with Richard McCloskey:

"That summer (1958) I met Richard Gordon McCloskey, the founder of the Slocum Society named after the first man to sail around the world alone. Dick was two years older than I and had vastly more knowledge about the world and the sea. He had gone to high school in Buenos Aires, had been in the merchant marine for a spell; went to Hong Kong for Texaco and was now working for the U.S. Foreign Office in Washington, D.C. He and his wife, Ruth, lived in a house right on the water, on the eastern shore of Chesapeake Bay. We got together weekends making his boathouse into a sort of museum of Joshua Slocum memorabilia: notes, books, articles, photos and such. We designed a red and white burgee which we had made for about five bucks each and sold for \$15 to raise money. We held luncheons in New York restaurants inviting those people interested in small-boat voyaging. At the time as program chairman of the New York Sales Executives Club I had open access to the members of the venerable old New York Yacht Club where I arranged to take my advertising agency friends to lunch on NBC's expense account. I couldn't afford it but Walter O'Keefe, my brother-in-law, bought me a membership in the New York Athletic Club where I made the acquaintance of many more yacht owners who became members of The Slocum Society.

Through these many contacts McCloskey and I met a man from Argentina, Captain Ell Rodriguez, who introduced us to a world-wide group named *Hernadad de Costa* (Brotherhood of the Coast). Their metropolitan New York membership at once became the nucleus of the Slocum Society. Then the "race idea" developed. McCloskey, who flew all over the world for the United States State Department, met with a group of English yachtsmen. Together we worked out a scheme to originate a single-handed

transatlantic sailboat race from Plymouth, England to New York City— east to west— never had been done before. This crossing against the prevailing currents and winds, would call for great skill and daring. In the next six months McCloskey and I had signed up just eight contestants but as the race time approached, by mid-April, three of them dropped out leaving only five. I was elected to be the Commodore of the Finish Line— Ambrose Lightship in New York harbor. The first boat to reach that nautical goal would be the winner.”

Max goes on to describe how a 38-foot boat named Gipsy Moth, sailed by Sir Francis Chichester, won the race.

“Of the five sailboats entered in the race, the largest one, *Gipsy Moth* (sic), was 38 feet long. They were not to use any power other than the wind in their sails. If they had an engine aboard, it was to be “spiked” so that they couldn’t use it unless they broke the seal, and that would disqualify them. I was getting requests from the contestants saying “wouldn’t it be nice to have ship-to-shore radios?” Max describes how he, working for NBC, which was owned by radio maker RCA, went to Camden, NJ to convince RCA to donate ship to shore radios to the race contestants for the public relations value, and succeeded; but now he had to find a way to get them to Plymouth, England.

“One of my buddies I played squash with at the New York AC was high up in Pan American Airways. “Do you suppose you might get Pan Am to carry those RCA radios over to England for me?” I asked. He introduced me to his boss, Mr. Tripp. Now all I had to do was find someone to donate some big truck-sized storage batteries for these small sailboats to carry aboard, for the power to operate their RCA radios.”

The answer came from the Autolite Company, who furnished of their largest storage batteries. “Used sparingly, it was hoped they would hold their initial charge for the long voyage to New York Harbor. These heavy brutes, weighing nearly 200

pounds each, were also flown over to England via Pan American Airways - gratis.”

“Next: what a neat publicity stunt it would be, I said to myself, if I could get the Pan Am pilots as they flew high over the Atlantic both coming and going to England, to radio down to those single-handed skippers Wouldn’t it be exciting to have those Pan Am pilots radio back to New York with the daily positions of these mariners. I discussed it with Juan Tripp, President of Pan Am. He ordered his art department to paint a big map of the Atlantic Ocean on the wall in the Pan Am ticket office of Fifth Avenue in New York City. Many days bad weather and poor radio reception postponed this great plan, but when it did work, great crowds would form on the sidewalk in front of the office...each noon the office manager... would move the little flags across the expanse of blue wall plotting the daily location of these lonely mariners. Sometimes only two boats reported in and there was a great deal of worry in the crowd. They asked “What happened to “Blondie”?” or “Where is that Frenchman, LaComb?” The Pan Am wall map showed up on the six o’clock national TV news. Garroway plugged the race every morning on the NBC TODAY show.”

There’s plenty more. If you are interested in contacting Maxx, he can be reached at 110 Rollingwood Trail, Altamonte Springs, FL 32714.

Repairs At Sea

Small Leak Repairs Below The Waterline

Both wooden and fiberglass boats can develop leaks when at sea, following rough weather, or minor collisions with sea animals, flotsam and debris, etc. Obviously, large leaks such as sprung planks can be catastrophic, and methods of dealing with them have been extensively written about. But what about small leaks below the waterline? In wooden boats these can be the result

of lost caulking, spit out during storm-induced stresses. In fiberglass hulls, longitudinal stress cracks in the vicinity of the chain plates can develop. Miles or days from land, these can be repaired from either inside or outside the boat using a technique taught me by an old friend. I successfully employed this technique a couple of years ago and it was quite successful.

Obviously, the first step is to locate the leak and gain access to it. Once that has been done, the sailor needs three basic items: a quantity of loose cotton caulking (NOT the wound or rope type), a tube of 3M's 5200 polysulfide adhesive and sealant product, and a screwdriver or other similar tool to drive the stuff into the leak. The first two items are readily available in virtually any marine store. Polysulfide caulks cure quickly under water. There are other polysulfide caulking products sold under trade names like BoatLife, and these are very good except that they do not have the adhesive strength of the 3M 5200 product. They are primarily caulks. If I have a leak around, say, a partially-sprung plank, I want to add strength and adhesion as well as plug the leak. It used to be that you could only get 5200 in a large caulking gun tube, and you supposedly needed to use it all within 72 hours. This is not true now. You can buy it in resealable toothpaste-type tubes and if resealed tightly will keep for months. When well-wetted in reasonably warm waters it will set in 12 hours and completely cure in a little over 24.

When you find the leak, mix about 1/3 of the 5200 with 2/3 cotton caulking. Knead it with your hands like bread dough to mix them well. It will be very messy, so keep a rag nearby. 5200 has a way of getting onto everything. Jam this glutiny mix into the leak, using the screwdriver, putty knife, stick, or whatever. Jam plenty in. Spread it over the overlying area. Be generous. You can help it stay there by applying a weighted patch of wood, tape, etc. This may be necessary if the leak is well below the waterline and there is a great deal of outside water pressure. The fibrous mixture will adhere even to wet wood and fiberglass and should stop the leak completely, or at least reduce it to a slight weep. Sometimes

water will work its way in around the material, so a weighted or fastened patch is important if the leak is considerable.

You can get the uncured 5200 off your hands with diesel oil, mineral spirits, spray lube (such as WD-40) or even cooking oil from the galley; you just have to work at it a little. In port, effecting permanent repairs, you will find the 5200 a real pain to remove, as it adheres quite strongly and is flexible, does not sand at all or drill easily. But at sea, these are qualities that you might have been looking for anyway.

— Mike Martel

(NOTE: We want to make this a regular column! We're asking JSSI members to contribute practical knowledge, ideas, and authorship to include areas such as first aid, engine repair, anything and everything from the vast experience that cruising members of the JSSI may have!)

Slocum Vignettes: The History Behind David Johnston's Joshua Slocum Series

First in a Series: Pirates Off Gibraltar

On August 25, 1895, Captain Joshua Slocum left the port of Gibraltar to cross the Atlantic to South America. He had originally intended to sail across the Mediterranean Sea to the Suez Canal and then down the Red Sea. However, British Naval officers convinced Captain Slocum that it would be too dangerous to go that direction. There were many pirates along the north coast of Africa and on the Red Sea.

After being towed out to the breeze the wind quickly rose in strength to a furious gale. And just as Slocum set his course to



put the pirate coast below the horizon, a felucca filled with Moorish pirates left a nearby port and gave chase. In spite of sailing faster than the *Spray* had ever sailed before the pirates were gaining. Finally Captain Slocum couldn't risk being dismasted by the high winds and heavy seas any longer. During the fifteen minutes it took to reef the main sail the pirates closed in to the point that Captain Slocum could see the tufts of hair the pirates wore so that Mohammed could pull them into heaven.

Just as the situation was looking pretty grim a large wave broached the felucca. Three minutes later the same wave shook the *Spray* to its timbers and consequently broke the sheet strop on the boom. With quick reflexes born of years on the sea Captain Slocum downed the jib and gathered in the boom and mainsail before it could rip apart. As soon as everything was safely on deck he quickly went below to get his rifle and cartridges, expecting by now to be very close to the pirates. Putting the rifle to his shoulder Slocum scanned the ocean for a target. To his amazement the pirates were about a mile away frantically fishing their sails, rigging and mast from the storm tossed waves. Not only had the felucca been broached but it had been dismasted as well, much to Captain Slocum's relief. With the resolution of the pirate problem Captain Slocum reset the jib, set the forestaysail and leisurely

sailed away toward Brazil.

Artist's Statement:

It has been more than a year since I began the research on this painting and since then I have learned a few things that I wish I knew as I painted this picture. As a painter I still enjoy the energy, the composition of elements, and the application of the paint. However, there are three detail problems that I feel obligated to mention so that I don't intentionally perpetuate inaccuracies. #1- There should be a brace/davit projecting aft beyond the transom on each stern corner. #2- The attachment of the shrouds is misplaced. They should go inboard of the bulwarks to a supporting timber that acted as a chain plate. #3- The view of the Rock of Gibraltar in this painting insinuates that the *Spray* is heading into the Mediterranean Sea. This of course is not right. Slocum left Gibraltar and went west to the Atlantic Ocean. In the scheme of things these are minor problems that should not diminish the enjoyment of the painting.

—David Johnston

Correspondence

Bob Carr and Sirius, A Hand-Built Wooden Spray Replica

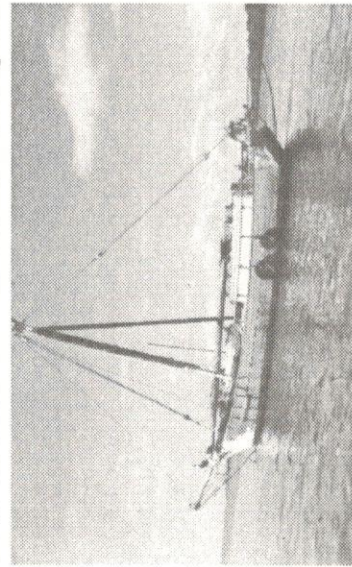
By Donn Slocum

At the Knolls Atomic Power Laboratory where I worked from 1971 to 1990, I met Doctor Leo Hoge. He was not a nuclear physicist like some of the doctors there. He was a physician, trained in nuclear medicine of course, and I was one of the employees required to have an annual physical examination. He asked, at our first meeting, whether or not I was related to Captain Joshua Slocum. The answer was no, but it led us to talking about the significance of Joshua Slocum's solo circumnavigation and

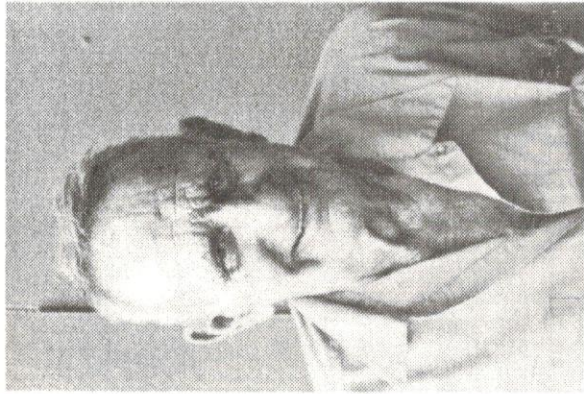
our personal sailing experiences. I learned that he was one of the founders of the local sailing club that I belonged to. I loaned him a copy of *Sailing Alone Around the World*. We talked more about sailing than we did about my health in those two or three occasions of my annual physical.

Twenty years later I met Leo again at a retirement luncheon and

we chatted about the same things. I sent him copies of the latest Joshua Slocum Society newsletters and our 1995 issue of "The Spray." The following month we met and he said, "I found him, I found Bob Carr." At that time I was only vaguely aware that Bob Carr is a long-time member of the Joshua Slocum Society. Bob's famous sloop *Sirius* is a hand-built wooden *Spray* replica. In almost 40 years, sailing *Sirius*, mostly single-handed, he has visited hundreds of ports around the world. And, the facts are, that Leo Hoge had met Bob Carr in the fifties and watched him build *Sirius* on the east shore of Lake Champlain. He had provided



Bob Carr's *Sirius*, a haunting replica of *Spray*



Bob Carr

Richelieu Canal in September 1954. Bob called him "a few times" in the next three or four years, but Leo was never able to accept his invitation to go cruising. Dr. Hoge had called Mrs. Rogers in British Columbia who forwards Bob's mail to him and found out that he was alive and well, but stove-in in Costa Rica. As reported by the maritime press, he had been run down by a freighter at night in September 1993, off the west coast of Central America.

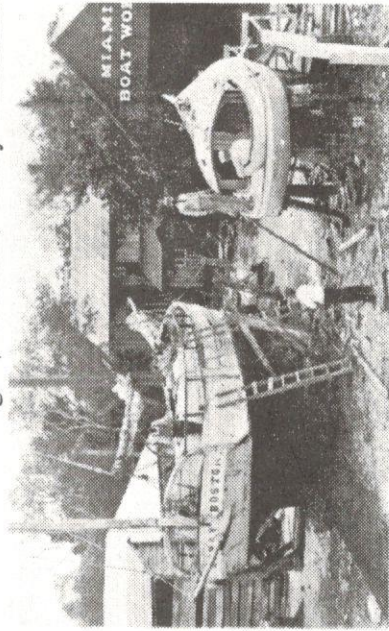
Then in January of this year, Leo announced to me, "I went to see him." Over the holidays he had gone to Miami, flown to San Jose and taken a bus 70 miles to Punta Arenas to meet his old friend. About Bob, Leo reported, "He is an amazing man, capable of doing any task associated with his vessel. He intends to repair his mast which was broken off about 15 feet up and has rigged a bipod to re-erect it. He's in his seventies, but sharp in mind and knowledgeable in many fields. He leads a simple, even meager, life and appears healthy. *Sirius* is moored at Puntamar del Oeste. He is sometimes helped by a young French cruising couple from a nearby yacht. He finds Costa Rico inexpensive and the people very friendly." I called Mrs. Roger in July and Bob is still in Costa Rico and doing well.

The Miami Photos Mystery

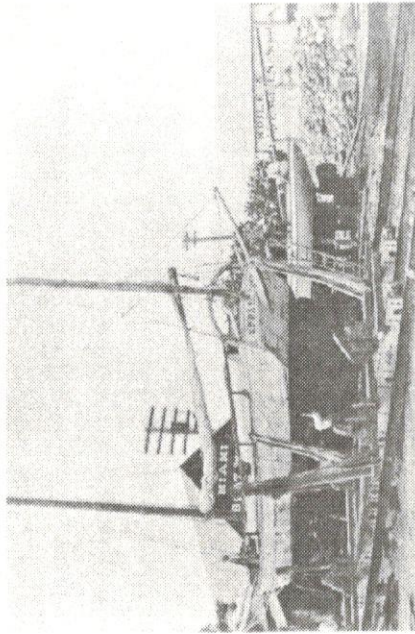
Dick Willstatter wrote us:

"My friend and college classmate, Harry Anderson,

advised me some time ago that in an old photo collection of his father's, he had some photos of the *Spray* taken in Miami,



Florida. The question was, just when could these photos have been taken? Harry figures that they were made about 1909 when his father was in school in Miami. But then, of course, it is not essential that his father was the photographer. He might well have retained a photo made by someone else at an earlier date. Interesting question.”



Phil Shea responds for us:

“The broad stern shot of the Spray in the Miami Boatyard was photographed by Vincent Gilpin and was used by Walter M. Teller in “the Voyages of Joshua Slocum” in 1958, and in “Joshua Slocum”, 1971. In his later book, Teller explains that Gilpin is an author and yachtsman (1875-1962) who went to hear Slocum lecture. This would have taken place [in 1908] during Joshua Slocum’s third and last trip to the Caribbean.”

Slocum Spray Society of Australia Plans Replica Parade of Sail

Received from Anthony Fountain, Founder and Hon. Secretary of the Slocum Spray Society of Australia:
Dear Mr. (Ted) Jones:

“...The Slocum Spray Society of Australia, in conjunction with the Australian National Maritime Museum, will be conducting a Slocum Centenary celebration on the 12th and 13th October this year. Those dates will be preceded by a sail of Spray replicas entering Sydney Heads on Thursday, 10 October, 100 years to the

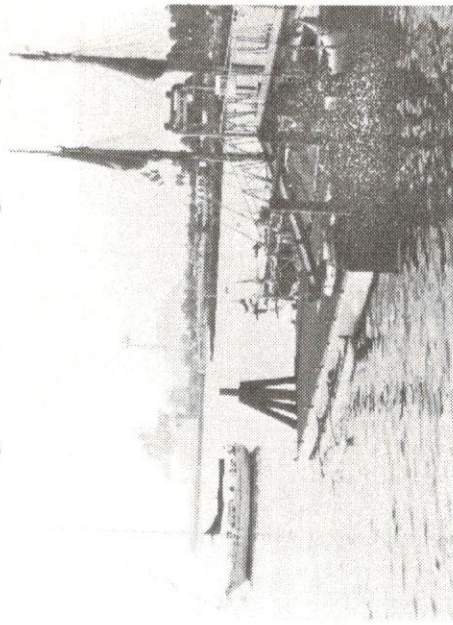
day Capt. Slocum did likewise. We are hopeful that up to 20 Sprays will make up the fleet. It should be a spectacular sight.”

For more information, contact Anthony Fountain at 531 Glenmore Road, Edgecliff NSW 2027, Australia. Tel. (02).262.3700

Hokule’a and the QM: A Thousand Years Between

Mr. Neal T. Walker, a former Secretary and Treasurer of the JSSI, and associate editor of the Spray journal during the 1970’s, writes from Apple Valley, California:

“Last summer my son and I sailed from San Diego north to Long Beach to be among those welcoming the Polynesian Voyaging Vessel Hokule’a (a recreation of the vessels used by ancient Polynesians to settle the Pacific), then on its way down the US Pacific coast on a goodwill trip. On the cover of the card, which we used as a Christmas card this year, are KOAE, my Westsail 42 to the left; Hokule’a in the right foreground, and in the mist in the background, the Queen Mary, now a floating museum/hotel in Long Beach harbor. Between Hokule’a and the QM is a thousand years of maritime history. In the former, voyagers were making regular trips from Tahiti to Hawaii and back long before Europeans dared venture out of sight of land. In her day, QM was



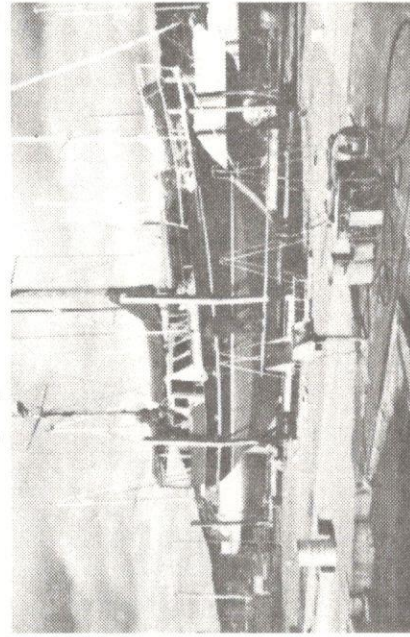
the ultimate in long distance trans-Atlantic voyaging.”

Sailing Around “Tas”

by Ron & Joyce MacMillan

We arrived at Devonport on the north coast of Tasmania after a 2.5 day crossing of Bass Strait from mainland Australia. Mooring to the courtesy berth of Mersey Y.C., we were greeted by Dick Thomson, Harbour Master and Pilot of the commercial port, and a JSSI member. Dick was most helpful and kind during our stay. We also renewed our friendship with Mike and Stef of the Tasmanian yacht Arcturus. Mike is chief ranger at Cradle Mountain National Park, so up we went to stay overnight and enjoy the stunning scenery and an evening of catching-up.

We made the decision to go west-about and stopped at Stanley, a picturesque little port where all the buildings seem historic and in mint condition. A day’s sightseeing, peaceful night’s sleep, and we were off to Three Hummock Island at the northeast corner of Tasmania. Here the fun began. The tide rips and overfalls of Hunter Passage spun us about until we settled into



Ara-a-Kiwa in Hobart

a more reasonable overnight run. Next morning, the adrenaline started pumping as we approached Hell’s Gates.

Surprisingly, we passed through the notorious rough entrance to vast Macquarie Harbor with no problems. Macquarie is famous as an early penal colony and is described in the book, “For The Term Of His Natural Life”. The bays and inlets provided us with calm

anchorage during our week’s stay.

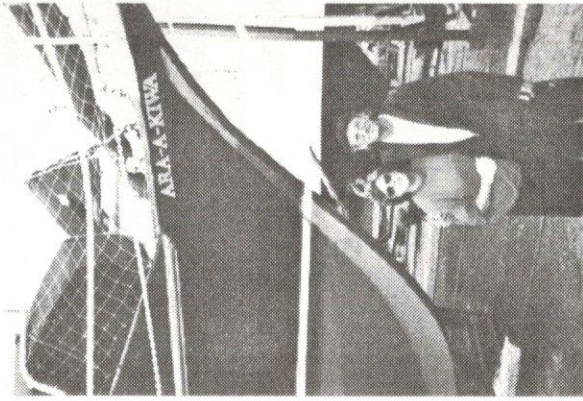
An overnight passage southward to Port Davey and Bathurst Harbour left us in the wilderness. No roads lead here; you arrive by sea or light plane or trek in for six days, marvel at the beauty and wild splendour, then leave as you came.

The labyrinth of channels and bays gave us much to explore. Another week passed before we could take advantage of a favorable weather slot to round the Maatsuyker Islands off the extreme southern coast. The light is still manned and the keepers’ houses sit high on the exposed western side. We made Recherche Bay by evening, anchoring amid local fishing boats.

The 35 to 50-foot wood vessels all carried sail. Later, on our visit to Dover at Port Esperance, a larger vessel sporting tall topmasts confirmed our impression that working sail is alive and well in Tasmania.

We meandered up the Entrecasteaux Channel and the Huon River to Port Huon where the deserted wharves and cold storage buildings bear witness to the hectic days of the great apple trade that

once thrived there, now sadly only a piece of history. Up the Derwent River to Hobart, we berthed at the Royal Yacht Club of Tasmania, whose facilities we used to haul out and accomplish some maintenance. Tony Trumble, our J.S.S. Port Captain, visited and we conversed of ships and shoes and other things. Hobart has



Joyce & Ron MacMillan

been glowingly described by many writers and they have not exaggerated; it is a gem of a town, and we felt right at home. Once out of the water, we had lots of spectators, more curious about our undershape than the radical racing machines alongside. "So that's what they look like," old hands would say, then smile and nod approval. Or, "Take you anywhere, that one," to which we'd reply, "She does!" Re-launched, Tony joined us for a trip up the Derwent, past the port and under famous Tasman Bridge. A light breeze allowed some canvas and we spent a most enjoyable afternoon in his company. Thanks, Tony.

Leaving Hobart, we sailed to the Tasman Peninsula, visiting Port Arthur and the ruins of the penitentiary where much brutality took place. Slipping between Cape Pillar and Tasman Island beneath the towering pipe cliffs made us feel rather frail. The weather held 'till we got through, but the forecast was threatening. We tucked in a creek off Foresee Bay where a wrecked barge formed a breakwater, and just in time. The storm carried 75-knot winds (50 knots is normal around here!), and blinding rain. It was cold, darned cold. The blow pinned us down for several days before we could head northward to the fishing port of Bicheno where we took stock and consulted the weatherfax.

Weather at these latitudes was deteriorating markedly and it was time to go. After a fine but bitterly cold run back across Bass Strait, the southwester fell off at Cape Howe and we motor-sailed past Green Cape, the "Cape Bundooro" of "Sailing Alone." The cottages and signal masts are still there, but the light is automated now and there is no sign of life.

We did not expect the flag to be dipped or the handkerchief's waved, but I wished for at least wash on a line or a child at play.

The remainder of the cruise was pleasant. We stopped at Jervis Bay letting a southerly buster go by, and re-entered Port

Jackson on 16 April. Passing Watson's Bay, now crowded with moorings, we headed up harbour to a somewhat more protected spot where we cast anchor and ended our Tasmanian expedition where it had begun. The adventure was made because we wanted to do it. Tasmania is a unique and beguiling island - state. We understand what Joshua Slocum felt but also know the call of warmer climes is too much to resist as winter approaches. J.S.S. members wishing to visit Tasmania should remember jumbo jets go well to weather and no night watches are needed. Fair winds.

— Ron & Joyce MacMillan

Sailing The South Pacific: Bartering, Living Off The Land, Elusive Lobsters, and Finding Wind

by Steve Wann

(Steve Wann is a seasoned cruiser and deliverer of boats to some far-off places. Following are some of his insights into cruising that area - plus advice and helpful do's and don'ts.)

Dear Ted:

In a letter to me dated 5 January, you mentioned that the magazine might enjoy a write-up of my trip from Central America to the South Pacific. I feel it would be more interesting for and informative to our members were I to write not just specifically of my trip, but more generically of the typical trip.

I pity the poor cruiser on the west coast of North America; we on the East Coast have by far the better cruising grounds both close at hand and almost near at hand (Bermuda and the Bahamas, for example). The latter also give the novice offshore cruiser adequate opportunity to avail himself of some offshore cruising, based, of course, on the time of year. True, the west coast does not have hurricanes, but they afflict the east coast for only a specific part of the year, and are readily compensated for with a little

prevention and common sense. It is also true that the west coast has the San Juans and some other good cruising areas north of Seattle, but for Oregonians and Californians, these areas are more remote than the mere miles would indicate, if not in the going, then at least in the returning, as most who have sailed from Seattle down the coast to L.A. or San Diego can testify.

There are three basic ways to sail to French Polynesia. Probably most common is to come through the Panama Canal. Europeans, East Coasters, and those from wherever that are finishing up a circumnavigation follow this route. By the very definition, these people are experienced cruisers. From the west coast; however, most come down the coast in hops of various lengths and jump off from Mexico, La Paz or Puerto Vallarta being the most common. These folks are not, generally, seasoned offshore sailors, and they seem to have more trouble than those who come through the canal.

The time to leave Central America is March, as the hurricane season in the South Pacific is finishing up then and gives one the longest possible time before the start of the next hurricane season. Due to the distances involved in sailing the South Pacific and the number of good sailing destinations down there, you want all the time possible for cruising.

This year, a group of boats started the informal "Westward Ho" net on SSB, to find out where the wind was (and wasn't), and to keep track of each other. It grew so much, both in numbers and in distances covered, that it had to be split into two different "subnets", an eastern edition and a Western one!

From Central America, possible stopping points include Isla del Coco, a National Park of Costa Rica which has some of the best scuba diving in the world and bills itself as the largest uninhabited island in the world, and the Galapagos. Both require a fairly steep per diem fee, but are well worth visiting. The Ecuadorian law (The Galapagos are part of Ecuador) says that

visiting yachts may only stay three days, but the local authorities are aware of the impracticality of this rule, and usually permit longer stays. For me, the visit to the Galapagos were a highlight of my delivery.

From the Galapagos, the next landfall is usually made in the Marquesas, about 3500 miles away. For those used to the strength and predictability of the Atlantic Trade Winds, I must say that the South Pacific Trades are not as dependable. A review of my log for my last (single-handed) Atlantic Trade Wind crossing shows a steady 15 to 20, while on passage to the Marquesas we spent more time looking for wind than sailing in it, and others on the net had similar situations. Most of us even motored more than we wanted to, so if contemplating this passage, bring plenty of fuel.

As for other things to bring, drinking alcohol of all types is quite expensive in French Polynesia so if possible stock up on rum wine, and beer from Central America or even the States. The cheapest beer in the Marquesas, purchased by the case, still cost about \$2.00 US per bottle.

Regarding the Marquesas, the people on the outer islands really don't have much, so bring used clothing, rum, wine, beer, fishing hooks, sun glasses, baseball caps, and similar items to trade. We spent a week anchored off Fatu Hiva and didn't spend any money, but were able to trade the above items for fish, lobster, breadfruit, bananas, oranges, limes, and the best grapefruit we've ever had. We "bought" nothing.

The Marquesas are mountainous and rise straight out of the sea, often with tremendous cliffs falling back into the ocean. As a result there are few shallow areas; and thus no shallow reefs or good anchoring areas. Most anchoring is done with a bow hook and a stern anchor, to avoid fouling the boat next to you that could be only a few yards away. Single handing in such conditions can be tricky. For best results, enter the harbors with bow and stern

anchors rigged and ready to go, fenders all over the place, and the dinghy inflated and in the water ready to set the stern anchor. In 50,000 miles of single handed sailing in the North and South Atlantic, Caribbean and various other places, I have never found an area where single -handing appeared so difficult.

Things are quite different in the Tuamotos. These islands, also part of French Polynesia, are the direct physical opposite of the Marquesas: they are low and surrounded by reefs. This makes them great for spear fishing (which is legal and common here) and shelling. Again, one can more or less eat for free, especially if one likes grouper for dinner. Some lobster are available, but all those that I saw were successful in avoiding my invitations to dinner.

Sharks are plentiful, and even in remote anchorages seem to have learned that the sound of a spear being released is the equivalent of the dinner bell ringing for them. If spearing fish, have your dinghy close at hand for quickly landing your dinner.

In both archipelagos that I visited the people were friendly towards yachties, and the burden of the French government on us was slight, and understanding. The Marquesas and the Tuamotus are administered from Tahiti and eventually one must arrive there to check in officially, but cruising boats are given three months from first arrival in French Polynesia to do so. In my opinion French bureaucracy is efficient and considerate.

I had never been in the South Pacific prior to this, my latest delivery. As the owner and his wife were aboard, I was not cruising as I would have liked to do it, and I keep saying to myself that I am coming back here some day in my own boat. And I will!

—Steve Wann

Joshua Did It The Hard Way

In a letter to Richard Laws of Oregon, inquiring as to why the BOC Race has been run west to east around the world, Burt

Jacoby responds that "What I gather from international racers is a startlingly simple answer: it's easier! Prevailing winds in the Southern Ocean (the most demanding segment of the race) are westerlies. A single-handed tacking duel around Cape Horn and The Cape of Good Hope would slow things down a bit, not to mention the wear and tear on man and machine.

The only other solo circumnavigation race - the non-stop Vendee Globe - also moves west to east for the same reason. Even the heavily crewed Whitbread Race is sailed easterly.

Don't you agree it makes Joshua Slocum's westerly journey through the Magellan Strait and around Cape Town that much more remarkable?"

A Voyage On A Full-Rigged Ship

Phillip D. Shea writes, from Marblehead, Massachusetts: "Our trip (on a full-rigged ship) was great. We went down to St. Maarten a few days ahead and got a chance to look around the island. The hurricane damage is very visible and extensive. My brother-in-law's winter condo and many others, hotels and beach houses were demolished. This season's visitors must be disappointed.

The STARFLYER and the whole voyage was wonderful. We are glad we went, as this will be her last trans-Atlantic. Her home port for the summer will be Cannes. Europe is a better market and the Swedish owner thinks there is a surplus of cruise ships and sailing vessels in the Caribbean. After this summer she will go on to the Middle East and later to the Far East. They have may repeat customers and have to offer further destinations. There were several on our voyage

We went north as far as Bermuda with the Northeast trades, picking up westerlies there, then continued to follow the return track of the first Columbus voyage, even stopping on the

same Azores island. Our Portuguese landfall was Cape St. Vincennes and then we made a spectacular entrance to the Med through the Strait of Gibraltar with all sails set.

Our fellow passengers were international travelers - not tourists. We have never been with such an interesting and well-traveled group. They hailed from England (including a peeress), Scotland, Isle of Man, France, Germany, Sweden, Switzerland, Estonia, Belgium, Turkey, North America and New Zealand. Some have voyaged and explored both poles and almost everywhere between. Fascinating tales were volunteered during cocktail hours. I was asked to do one on swordfishing on the Banks but regretfully did not, as I did not have copies of my articles with me and the 50's were a long time ago. Belgian Capt. Roger Ghys gave a course on square rigger sailing, certainly a practical thing to team. The captain is an Albatross, master of a merchant sailing ship that once carried cargo from one side of the Cape to the other. There are still around a thousand of these old salts and they belong to the brotherhood of Cape Horn based in St. Malo. There is a plaque on the wall of the fort there with a space to engrave the name of the last Albatross. He also organizes the CUTTY SARK Races which will be held in the Med this July.

The French Grandfrere of Brotherhood of the Coast was also on board. It was founded in 1950. I believe (JSSI Founder) McCloskey was an early member. They had chartered FLYING STAR for their reunion and taken her to Tobago and Haiti just before our trip. It was a wild cruise, the FS crew told us. I was asked if I would care to join and I am to receive details from the N. American rep. Their next reunion will start in Corsica in four years."

Port Captain Reports

Russell Rink Writes:

Dear Donn,

The west coast of Florida is a cruiser's paradise. From historic Ft. Jefferson, built in 1846 on Garden Key in the Dry Tortugas, 70 miles west of Key West, to the Panhandle (the only part of Florida admitting to having Winter) there are dozens of harbors with varying points of interest. The Gulf of Mexico is generally placid but when the seas get to lumpy, the Intracoastal Waterway (ICW) which starts near the entrance to Ft. Myers and runs north to Anclote Key just above Clearwater, provides a smooth and scenic water highway.

The ICW is well marked and can be safely run at night if you pay attention to your navigation. The channel depths are usually around 10' but just outside it can drop to 1'! When you see birds walking in front of you, do a 180. Ocean-going sailors when approaching the ICW from the sea for the first time, frequently are confused by the ICW markings. For example: Entering the Venice jetties from the Gulf, the marks are conventional — red right returning. But as soon as you intercept the ICW and wish to proceed south, red is on the left. Sailing north on the ICW on the east coast of Florida, red is on the left. This is because red is always on the side of the channel toward the large land mass. For example, if you're sailing north on the ICW on the east coast of Florida, red is on the left. Sailing north on the ICW on the west coast of Florida, red is on the right. The key to knowing whether you're looking at a conventional marker or an ICW one, is a small yellow reflector marking just under the number. Square markers have small squares, triangular markers have small triangles. More than one good sailor has touched bottom learning rules new to him. Fortunately most of the bottoms in the ICW are mud and soft sand.

One of our favorite cruises is from Venice south to the Okeechobee Waterway which starts west of Ft. Myers and runs east for about 120 statute miles (the ICW is marked in statute miles) to Stuart on the east coast. From Ft. Myers to Lake Okeechobee are 3 locks that lift you a total of 15'. From the lake to Stuart are 2 locks that drop you 15'. The trip, mostly under power except for the lake crossing, traverses quaint little towns, citrus orchards, cattle ranges, and areas where bird watching and alligator counting is the attraction. We have made the round trip 8 times. On one trip we counted 100 gators in 15 miles from Moore Haven to Clewiston. The only negative part of the trip is a railroad lift bridge at Port Myakka on the east side of the lake with a clearance of 49' which limits vessels with tall rigs. On our last trip the lake was up about 12" due to heavy rains. The mast of our Irwin 37 is 47.5' feet above water. The VHF antenna adds a foot and tickled the bottom of the bridge girders as we tiptoed through. The crew noticed that I had stopped breathing!

The Rinks are home most of the year at 824 Cincy St., Venice. Phone 941-484-9322 (we're listed in the phone book and are 2 miles from the harbor). We'd be glad to hear from cruisers and offer our help. Just south of the Venice Yacht Club is city-county dock providing free dockage for 18 hours. Restrooms, water, and phone are adjacent. A convenience store is 5 blocks away.

Good sailing,
Russell W. Rink

JSSI PORT CAPTAINS

INTERNATIONAL

ARGENTINA — Vivian Franco

Edwards Costa 2522, (1640) Martinez, Buenos Aires

ENGLAND — Bub Tucker

c/o Robertson's of Woodbridge
Lime Kiln Quay, Suffolk IP12 1BD

ISLAND OF SKYE — Walt Welles

Camus Doran, Isle of Ornsay, Isle of Skye, Scotland IV43 8QX
Phone/FAX 01471 83320 (UK) or + 44 1471 83320 (Abroad)

WESTPORT, NOVA SCOTIA — James MacLauchlan

Brier Island, Westport, Nova Scotia B0V 1H0

GREECE — Charalambos Anninos

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Phone 01/8942937

TASMANIA — Tony Trumble

P.O. Box 278, Geeveston, Tasmania 7116, Australia
Phone 002-976-341, e-mail address: ttrumble@tassie.net.au

NEW ZEALAND — Peter Alstair Dickason

24 Townhead Creek, Tauranga (North Island, Bay of Plenty)

UNION OF SOUTH AFRICA — Stan Gordge

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CHESAPEAKE BAY — Phil & Dee Kasten

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HAMPTON ROADS — Harold Sutphen

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WASHINGTON, D.C. — Walt Broderick

1614 Montague St. NW, Washington, D.C. 20011
Phone 202-726-6516

PAMLICO SOUND / INTRACOASTAL WATERWAY —

Toni and Frank Dothe

P.O. Box 122, Merritt NC 28556
Phone 919-745-7320

VENICE, FLORIDA — Russ & Betty Rink

824 Cincy Street
Venice, FL 34284-2662
Phone 941-484-9322

SOUTH-EASTERN LAKE MICHIGAN — Tom Abbott

22116 Silver Springs Drive, South Bend IN 46628
Phone 219-272-2251

WEST-SIDE OF LAKE MICHIGAN — William Kahabka

701 Alder Ave., Delavan WI 53115
Phone 414-728-0620, FAX 414-728-5566
Also **Ken Paterson**, 1181 Regent Drive,
Mundelein, OH 60060

SAN FRANCISCO BAY — Michael Nelson

23 Octavia Street, San Rafael CA 94901
Phone 415-456-2022
Also **Charles Hendrickson**, 555 Larkspur Plaza 6
Larkspur, CA 94939

HAWAIIAN ISLANDS — Sheldon L. Brady

1739 Ala Moana Blvd.
Honolulu HI 96815-1467
Phone 808-946-1357

BOOKS

"Sailing Alone Around the World" by Joshua Slocum\$ 14.95
"The Voyage of Joshua Slocum" by Waiter Teller..... \$29.95
"Captain Joshua Slocum" by Victor Slocum.....\$16.50
Postage extra on all books

CENTENNIAL PLATES

Town of Fair haven Project of "Spray" Cup Plates.....\$15.00

POSTER

New Bedford Whaling Museum Project Colored Print 19" x 15"
from C.H. Gifford's "Spray" \$12.00 plus S & H...\$ 3.50

MODEL KIT

BlueJacket Ship Crafters/The Laughing Whale; "Spray" model
designed by Chuck Beck.....\$94.95 plus \$6.00 S&H

SLOCUM SOCIETY MEMBER ONLY ITEMS

Official Slocum Burgee..... \$30.00
Gold- braided Snap-on Bullion (3")..... \$30.00
Slocum Gold- braided Bullion (2 1/4")..... \$ 12.00
Slocum Cloth Patch.....\$5.00

HATS

Wool Baseball Caps (with small bullion)
one size fits all in red, white or
blue.....\$28.00
Ladies White Cotton Sailing Hat (with small
bullion)....\$28.00
Mens/Ladies Blue Cotton Cap (with small bullion)
.....\$28.00

SLOCUM ART FROM TURNSTONE GALLERY

1996 Centennial Calendar - 11" x 17" wall calendar, 7 original
paintings, 4 rare photos of Slocum and the *Spray*; \$11.95 each plus
\$2.00 S&H, up to 5 calendars per box. Call 1-800-461-6599, or
write to the Turnstone Gallery, P.O. Box 6604, Huntsville, AL 35824.

Application for Membership
The Joshua Slocum Society

Name(s): _____

Type: Individual Family Joint (circle one)

Address: _____

City: _____ State: _____

Zip/Postal Code: _____ Country: _____

Amateur Radio Call Sign: _____

Name of boat: _____

Type of Rig: _____ LOA: _____ LWL: _____

Dues: USA.....\$30.00 Annual
Canada & Mexico.....\$36.00 Annual (US Funds)
All Other Countries.....\$48.00 Annual (US Funds)
Please list Trans-Oceanic Passages or Cruises:

Please make check payable to the Joshua Slocum Society, and send,
with this application, to Col. Donn C. Slocum, 12 Par Del Rio,
Clifton Park, NY 12065 USA

THE JOSHUA SLOCUM SOCIETY

LIST OF MEMBERS -- August 1996

Thomas & Sara Abbott 22116 Silver Spring Drive South Bend IN 46628 <i>C.SCAPE</i>	Joseph & Patricia Angerami P.O. Box 1458 Olivebridge NY 12461	Peter H. Ashenhurst 383 North Shore Blvd. W. Burlington Ont. L7T 1A9 CANADA <i>TIDE RUNNER</i>
Mrs. Daphne Adams P.O. Box HM63 Hamilton HMAX BERMUUDA	Charalambos Anninos Mr. H, Mrs. A, and Miss A. 5 Aghiou Gerassimou Street	Vernon C. Ashworth 12646 Perkins Rd. #499 Baton Rouge LA 70810
Richard M. Adams 3355 Atlantic Ave. Long Beach CA 90807 <i>ERICA'S FIRST</i>	Glyfada/Hellas 166-75 GREECE	F. Robert Baker 32 26th Ave. Venice CA 90291
Jamil Adnan Chahrazad Zaki P.O. Box 4582 Yeddah SAUDIARABIA <i>BARAKA-A</i>	George & Tac Un Appel 433 Old Cellar Rd. Orange CT 06477	Hilda Baldwin c/o Dr. William Baldwin P.O. Box 4061 Enterprise FL 32725
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Tania Aebi 8 South Oxford Street Brooklyn NY 11217 <i>VARUNA</i>	Tony Armit C/O Walvis Bay Yacht Club P.O. Box 851 Walvis Bay SWA SOUTH WEST AFRICA <i>DONATO POLO</i>	Alexander J. Banach Jr. 478 Nathan Hale Lane North Fort Myers FL 33917-4012 <i>SANDPIPER</i>
Alex M. Agnew Ocean Navigator 18 Danforth Street Portland ME 04101	Arthur H. Arnold, Jr. 41 Waltham Circle West Yarmouth MA 02673-1843	Art Barber 724 Shore Dr. Edgewater MD 21037 <i>NO TIE</i>

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Matt and Donna Blaine
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