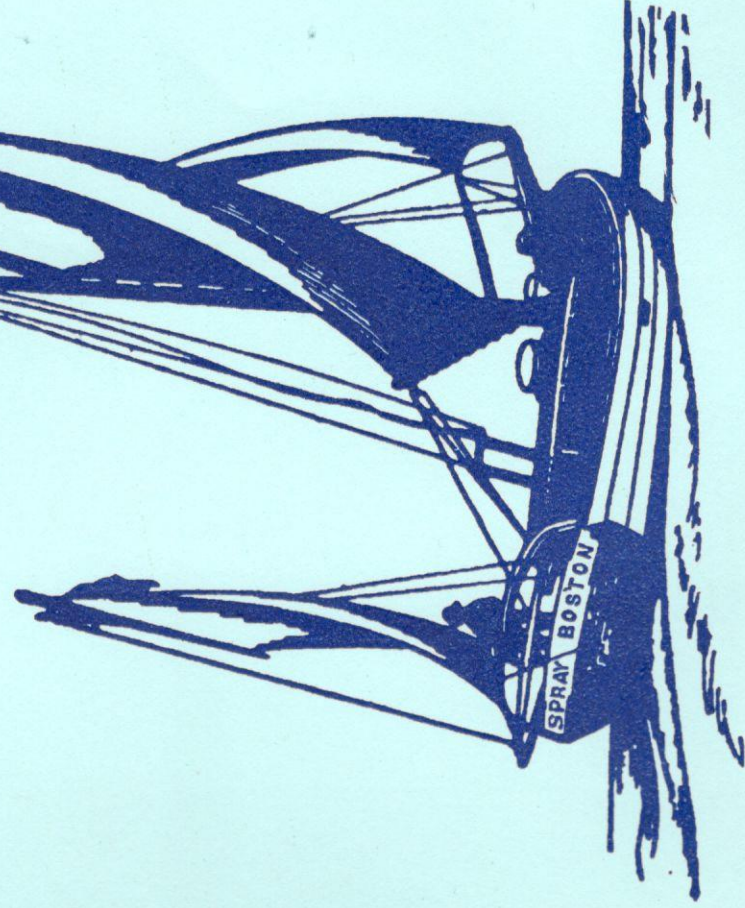
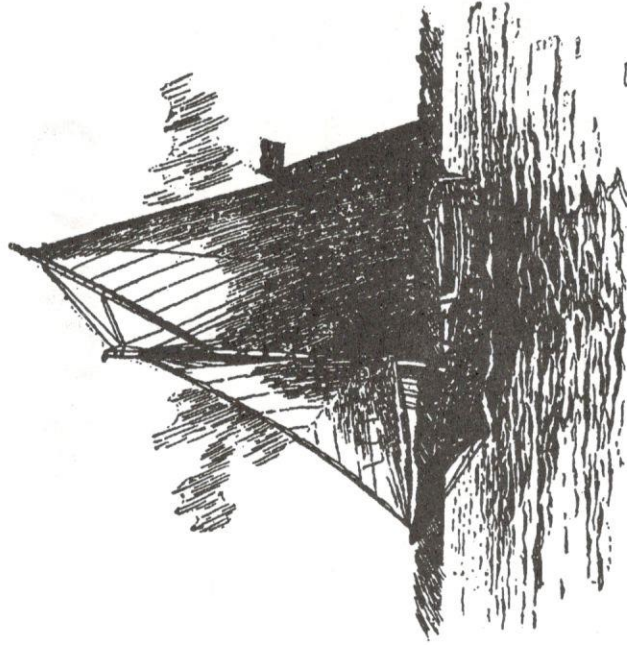


# The SPRAY

1999



The Journal of the Joshua Slocum Society International



## SPRAY

SPRAY is the annual journal of the **Joshua Slocum Society International**, a not for profit organization incorporated in the State of Connecticut.

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**The Joshua Slocum Society International**

**Theodor Jones, Commodore**

**Donn C. Slocum, Vice Commodore**

**June D. Jones, Secretary/Treasurer**

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## Letter from the Commodore

Uncertain Landfall



You have probably sailed without radar, GPS, or SatNav and run into heavy haze or fog. There you are somewhere off shore when the fog closes in, you're uncertain of your position and suddenly a big red bell buoy appears out of the mist and you find yourself right on course. Relieved, you head for the nearest inlet which, according to your outdated chart lies 30 degrees magnetic a mile and a half off. You head in, the visibility near zero, and the bottom is coming up quickly. Your crew is getting anxious, you peer ahead nervously, there is an empty feeling in the pit of your stomach. Has something gone wrong? Are we on course? There is no opening ahead but you can hear the surf crashing on the beach. Then luck prevails. The sun breaks through, the shore line comes into view, and a green buoy appears magically off the port bow. The entrance to the inlet lies dead ahead. All is not lost.

There is a moral to the story.

The Society has sailed through some hazy weather since 1994, the year we were asked to take the helm. We have no regrets. There are times we miss the sea buoy for lack of assistance, but we sail on confident we are of course. We are following goals we laid down for our selves in 1998 to maintain course and uphold the mission of the Society founded almost 45 years ago.

So we move on. The seas are flattening, the visibility improving. We are increasingly confident that the Society will sail safely into the future. Heartwarming letters begin to flow in from all around the world assuring us that our efforts are appreciated and that the link between the direction of the Society and its members is solid.

But in all candor there has not been the help from the members we would like to see. Maybe this is the nature of the organization.

But we near retirement. Our years in the metal business are coming to a close. Soon we will move our business offices to 15 Codfish Hill Ext. in Bethel, Conn., an address we have used for the Joshua Slocum Society International. The Society means a great deal to us and just as we emerged from the fog and cleared the inlet so will the Slocum Society clear the shoals and find a safe harbor. Your calls and letters are appreciated. They give us assurance that you care.

Keep in touch.

Ted Jones, Commodore

## Martel Steps Down as Rear Commodore and Editor of JSSI



Since Mike first came into our line of sight, back in 1994, the Society has gained literary prestige as well as respect from many of our readers around the globe.

Mike brought to us a different perspective on the man Slocum and described in several of our newsletters how the Society felt about its mission and clarified our statement of purpose.

As the Society maneuvered through the centennial years of 1995 & 1998 Mike covered the major events and course changes with little noticeable deviation. His many hours of unselfish labor to write, transfer to disc and then to the printer was only rewarded by modicum praise from his constituents...probably should have been laddled out with heavier heartfelt thanks.

As editor Mike never requested monetary reimbursements even when he should have but instead was regularly willing to do more for nothing. Due to Mike's contribution of work, the Society has been able to survive financially as these services are highly expensive these days. Again the Society thanks Mike Martel!

In July of 1999 Mike revealed his concern for the Society and his leaving to put more time in with his business and family was eminent.

Mike will be missed but hopefully he'll keep writing for us to maintain the link that members would surely miss.

Be sure to read Mike's article in this Journal entitled, "Struck by Lightning."

## LEO WHITE: CIRCUMNAVIGATOR



Leo White, three time circumnavigator, the oldest man to circumnavigate alone, and loyal member of the Joshua Slocum Society, died on the island of St. Thomas, U.S. Virgin Islands June 28, 1999 of a stroke. He was 77 years old.

Leo was born on Staten Island, N.Y. and lived there until World War II. He enlisted in the Navy at the beginning of the war and served in the South Pacific, including New Guinea, a place that was to figure in later adventures.

After the war Leo moved to Florida and worked for Pan American Airways as a heavy equipment operator mainly at and around Merritt Island at what later became known as the Kennedy Space Center at Cape Canaveral. An article in the Rockledge (Florida) News quoted Leo as working as a steward at the local yacht club as a boy, and later racing motorcycles and flying home-built airplanes during hours after work.

After leaving the employ of Pan American his boyhood interest was awakened and when it was re-kindled it burst into full flame. He sold his property, tidied up his personal affairs, and acquired a Gulfstar 40' sloop, which he christened Lucky III. And with that he headed out to sea.

After spending seven years in the Virgin Islands, a place he referred to as 'second home,' he set out on his first circumnavigation. Once completed, he vowed he would never attempt another, a promise he kept until he began his second circumnavigation. It was during the course of this second voyage he nearly came to grief.

Crossing the Pacific Leo stopped off at Tahiti and Tonga. He left Tonga and headed for New Guinea by way of New Caledonia. Approaching Samarai, a small port of entry at the

extreme eastern end of New Guinea, he hit Long Reef in the Louisiade Archipelago and Lucky III broke up. Leo took to his life raft and, pulled by the currents and pushed by the winds eventually washed ashore on a deserted atoll. He described his ordeal later sent to the Slocum Society:

“Washed ashore yesterday,” he wrote, “was high tide or it wouldn’t have been possible. I know it’s a bad spot, can’t support life and not navigable waters at all. Was doing wonderful and would have been in Samarai next day. Changed course to 280 and set the alarm for three hours. That’s where I made a fatal mistake. Should have known better with all my sailing, and checked course at least once an hour. There’s a lot of current in these waters.”

“I only have water, so can’t last forever. That’s why I’m writing now before I get too weak. Please send my passport to my mother and sister. Address is in passport. Had a good life, as Lucky Leo. Birds are here. Many nests. Whoever you are, many thanks for finding me on this atoll.” Three days later Leo was found by Tennesse Adila, a Samarai fisherman.

Returning to Florida dauntless Leo found another boat, Valkyrie, a 29” Cascade sloop, described by Leo as a ‘kit’ boat. With his replacement boat Leo set out once again and circled the earth alone. After completing this third voyage Leo headed north to Newport, Rhode Island for the Slocum Centennial. During the celebrations he was awarded the Slocum Society’s Golden Circle Award. Once again he turned Valkyrie south and sailed to the Virgin Islands. He had scarcely begun what was to become his fourth solo voyage when he ran into rough weather and returned to St. Thomas. It was there that he took sick and died. His remains were cremated and his ashes scattered at sea.

Leo White was a brave man and an indomitable one. Men like him come along but rarely and the sailing world is the poorer for his loss.

The French poet Joachim du Bellay might have had Leo in mind when he wrote: “Heureux qui comme Ulysse, a fait un

beau voyage...” (Happy is he who like Ulysses, has made a fine voyage...”)

Rest in peace, Leo

A dear friend of Leo’s, Stan Gordge of South Africa sent us an appropriate closing piece:

### **THERE IS NO DEATH**

I am standing upon the seashore. A ship is at my Side and spreads her white sails to the morning breeze And starts out upon the ocean.

She is an object of beauty and strength, and I Stand and watch her until at length she hangs like a Speck of white cloud just where the sea and sky come down to mingle with each other. Then someone at my side says “There, She’s gone.” Gone where? Gone from my sight, that’s all. She is just as large in mast and hull and span as she was when she left my side, and just as able to bear her load of living freight to the place of destination. Her diminished size is in me, not her. And just at that moment when someone at my side said “There, She is gone” there are other eyes watching her coming and other souls taking up the glad shout “There She Comes.”

**...AND THAT IS DYING**

## Remembering Josh Taylor

"Josh" Josiah John Taylor's life (1907-1999) was celebrated in a Memorial Service at the home of Jack and Karen Taylor on Saturday, August 20, 1999. Josh was one of Don Holm's favorite people and both Don and Myrtle admired him for his zest for life and his

pursuit of lifelong dreams. Who else would have sailed out in his own Cascade 36 sloop on a cruise that would take him around the world in his eighties! Truly remarkable!

Josh visited

Don & Myrtle many times in Washington State and they always looked forward to seeing him and receiving his letters from wherever he dropped anchor.

We will miss him, but we are content in the knowledge that he never gave up and became "old." He loved life to the fullest, which is the highest goal anyone can achieve.

So we say, Fair Winds, Josh on this Voyage!

A memorial plaque suitably engraved will be presented to the Taylor family in recognition of Josh's contributions and support over the years for the JSSI.

### In Memoriam: Peter A. Dickason

It is with sadness that I write to advise the JSSI of the sudden death of my father, Peter A. Dickason, a New Zealand member, on 17.7.99.

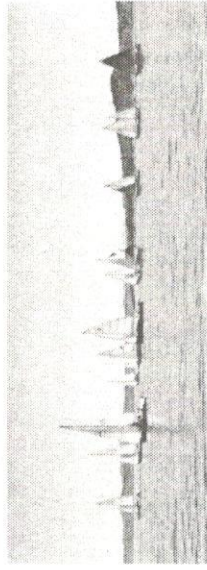
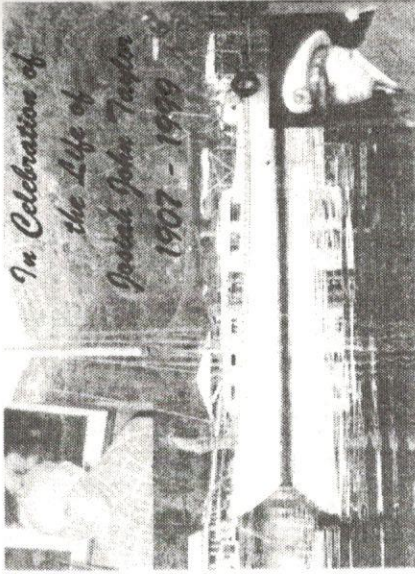
My father truly enjoyed his sailing and connection to the Society.

Yours faithfully,  
Susan D. Benning  
Murrays Bay, Auckland, New Zealand

## JOSHUA SLOCUM MEMORIAL RACE Elephant Butte Lake, New Mexico

May 8, 1999

We've all experienced that slumping feeling when at 1800 the phone rings in the middle of dinner and you expect another pitch on triple glazed windows or vinyl siding that adds big bucks to the resale price of your home. But not so last January, a pleasant sounding cultured voice, announced, "Ted, this is Mike Loewen from Tijeras, New Mexico calling. I'm the Vice Commodore of the Rio Grande Sailing Club." I couldn't imagine why they were contacting the JSSI. To shorten this narrative, the club was asking if their club could run a memorial race in honor of Joshua Slocum for a single-handed event. Without any hesitation we agreed to let allow our name to



*Joshua Slocum Memorial Single-handed Race at Elephant Butte, NM "The Start"*

be used providing liability, insurance and proper supervision standards were provided.



*Winners of the Joshua Slocum Memorial Single-handed Race at Elephant Butte Lake (left to right) Fred Jones, Commodore, Mike Saindon, Russ Jellison, Fred Hiltbrand, Bill Wilson, Mike Uszuko, John Welty, John Huseth, and John Bristol*

Well the race came off as planned!

The Rio Grand Sailing Club, who had joined the Society, flew the burgee on the Race Committee boat, the weather was near perfect and the first

ever Slocum Society supported race was pulled with not even a protest recorded.

We were again in the middle of dinner when the phone rang and again it was Mike Loewen calling from the club, by the sound of his voice it sounded as if New Mexico had gained their Independence. The message was clear...the race was a huge success with 18 participants, one "DNF."

Two plaques were sent to the club, each had a sterling silver Spray casting and two brass engraved plates with the events and winners names.

The event was well received as evidenced by the letter below. We thank Dee and Mike Loewen for their unselfish efforts to coordinate and chair this event and we hope to see them next year on Elephant Butte Lake running the 2nd Joshua Slocum Memorial Race.

Dear Commodore Jones,

We'd like to thank you for all your assistance in helping us organize the Joshua Slocum Memorial Race in New Mexico. Your beautiful trophies and books were much appreciated and everyone is very proud of them.

All entrants expressed and agreed that not only was this race the best organized and professional race the club has had but also the most gratifying race they have ever participated in.

Thanks again for all of your support.

Mike & Dee Loewen

Rio Grande Sailing Club

## Confessions of a Born Again Sailor or thank you Joshua Slocum

I have always felt a twinge of guilt when doing my "Chicken of the Sea" routine in high and gusty winds. I was particularly upset with myself when certain professed, single-handed, non-racing types would say that "the club has a reputation for being sissies in high winds." The most notable of which did not make an appearance at the lake for the SLOCUM. I have always made the excuse I did not want to endanger my family or crew or tear up the equipment.

I take great pride in the fact that my boat is one of the finest examples of a line of boats that are regularly raced across oceans, single-handed and crewed. The designer and builder Bill Lee recommends that in forty plus knots of wind, surfing down thirty foot waves you should take down your spinnaker before Mother nature does it for you. So much blaming my fears on the capabilities of my boat. My family looks at me and if no fear shows on my face they have no fear. So much for that excuse. As for protecting my crew members, whether expert or beginner, I found myself making excuses to them for dropping out in unfavorable conditions.

During the SLOCUM I found a new inner strength. During the hardest puffs my only concern was how fast are we going. I was a beginner again, this was a new experience. I kept one eye on the knot meter because heeling is slow. I tried to use the waves to initiate surfing to pick up speed. Faster, faster, that is all that mattered. Look down the lake, on which side are the boats heeling the greatest, get over there. I was so overwhelmed with my new found passion for these conditions I neglected sail shaping to the point of being continually overpowered. I saw ten knots plus of speed when I had it right and three knots in the same condition when I had it wrong. While rounding the Butte at a forty five degree or more angle of heel I was planning the spinnaker set for the run to the finish, I know I could have picked off the two boats in front of me. To do it single-handed is a thrill that must be experienced by all.

The pre-race tension at the skipper's meeting was overwhelming, the serenity at the awards ceremony was inspiring. I will be back. If you sailed the SLOCUM this year I know you will be back. If you did not, you owe it to yourself and those around you to do it next time.

Thanks again Josh.

By John Welty, Rio Grande Sailing Club, Santa Cruz 27, "Warm N Fuzzy"

## **JOSHUA SLOCUM RACE** **by Fred Jones Commodore** **Rio Grande Sailing Club**

What a good weekend forecast and a well organized and planned event, there were 19 boats entering the first single-handed club race sponsored by the Slocum Society anywhere, ever. Mike Loewen explained it best at the awards banquet hosted by Inn at the Butte that evening.

Mike welcomed everyone and gave a bit of history that set the wheels in motion for our first single-handed race.

It all started when Jim Grainger, a Rio Grande Sailing Club member said we need a one-on-one race in our club. So Mike talked to Ted Jones, Commodore of the Slocum Society who like the idea and agreed to sponsor the race, which was the first club race that they had ever sponsored. Mike then looked at his Farmers Almanac and found a week that said "fair and warmer." May 8th. The he called the editor of Sailing Magazine and promoted his wife Dee into writing a blurb about the race for their column in "Splashes."

Mike then called the Coast Guard Auxiliary and talked them into funding a patrol boat to patrol during the race and arranged for other powerboat assistance.

The race was sailing in the forecasted weather. Calm in the morning with winds 15 to 20 in the afternoon. Really something for everyone. Lots of light air and plenty of knock down gusts. It was divided into two sections, class one with handicaps of 85 or less and class two with handicaps of over 85.

**Class two** was won by John Huseth, Merit 22, Mariposa 2nd, John Bristol, Catalina 25, Fred 3rd, Bill Wilson, Cal 25, Blue Morning 4th, Ron Decktor, C&C 25, Taku 5th Mike Uszuko, Columbia 25, Imagine 6th John Paul, MacGregor 26, Puff 7th, Gordon Moore, Freedom 25, Blew by You 8th Kelly Thomas, Catalina 25, Espoir 9th, Bert Jungemann, Catalina 22, Free Spirit 10th, John Richardson, Balboa 27, Hankerin DNF Kay McCash, Erickson 26, David Treeson, Mariner 19, Seabird, Doug Elliott, Cataina 22, Press Gang

### **Class One**

1st, Russ Jellison, Ultimate 20, Cultural Infidel 2nd, Fred Jones, F24, Strider 3rd, Mike Santana 2023, Carnival World 4th, Fred Hiltbrand, J24 (no name yet) 5th, John Welty, Santa Cruz 27, Warm N Fuzzy DNF, Monty Styron, Prindle 16



## Tommy Thomas Supports Single-Handed Sailing for Juniors



*Tommy Thomas at the helm, still contributing articles for the JSSI*

Our roving ambassador, Tommy Thomas, helped the JSSI get the ball rolling with our new mission, Junior Race Program. His letter to Gregory O. Jones, Editor of "SAILING Magazine" brought forth a flurry of excellent PR.

"Dear Editor:

It was great to talk to you at last and learn of your interest in JSSI's Junior Sailing Program. I have always felt that there is a misplaced emphasis on solely winning regattas and believe that skills learned in sail boat handling is more important. Single-handed sailing develops these skills. Seems that over the years the broad base of young sailors has shrunk. This is where our future sailors will come from. The first regattas are key to young sailors' future interest in sailing. I believe that the dinghy regattas that our own youngsters participated in were the key to their interest and sailing ability today.

I do hope that you and Commodore Ted Jones make connections and that "SAILING" will carry a future article on JSSI's program."

Ed. Note: Norm Weaver contacted Dee Loewen saying, "I noted a short article about the Joshua Slocum Memorial Single-Handed Race in the Sept.

issue of "SAILING" - sounds cool! Would you include me on a mailing list for information about the race and send me (or direct me to) any further information you might have on the event." Yes, the JSSI will again sponsor the race for the Rio Grande Sailing Club! A gratifying success!

## TOMMY AGAIN TO THE RESCUE

The Joshua Slocum Society International, Inc. is indebted to Tommy Thomas with his initiation of a donation from the Lago Foundation to further the financial support for Single-Handed Junior Racing in the Orcas and San Juan areas, State of Washington.

Indeed, Tommy's drive and support for the JSSI's Junior Race Program has intensified interest and driven the program to another level.

## NEWS FROM PUGET SOUND

Long time member Tommy Thomas writes to tell us of an event sponsored by the Orcas Island Historical Museum advertised as "Early Explorers Extravaganza." The occasion featured a lecture "Diplomacy Averts War over Nootka Sound" offered by Tommy, "a maritime buff and avid sailor of local waters for 50 years."

Other highlights in his letter were the arrival of the Lady Washington, tall ship ambassador for the state of Washington, where the presentation of the Slocum Society's Golden Circle award was made to Karen Thorndike, a Washington state woman who recently completed a single-handed voyage around the world, one of very few women to do so. The JSSI thanks Tommy for his

# Karen Thorndike...First American Woman to Circumnavigate the World Via the 5 Capes



*Karen Thorndike after her circumnavigation*

There's an old saying "you have to have good connections today to get anywhere." Well, our Tommy Thomas has all the connections and then some!

Short of following this person around the world, Thornton Thomas has single-handedly captured the true essence of this feat with recognition through the magazine, "Sailing" and a full blown presentation of the JSSI Golden Circle Award made to Karen on the Lady Washington vessel this past June 26, 1999 at the Rosario Resort Marina, Orcas Island, State of Washington.

Greg Jones, editor of "Sailing," included a fine article on Karen in the May issue entitled, "Around the World: Her Way" which makes for good reading.

Karen, aboard her 36' sloop "Amelia" made her first attempt to circumnavigate the world in 1995 when she left Neah Bay, but had bad luck shortly into the voyage and had to abort the first leg and returned to San Diego, CA for repairs.

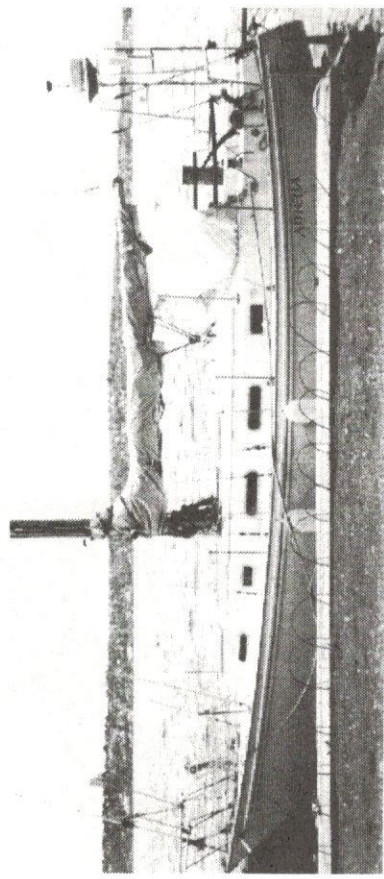
On August 4th, 1996 and a large helping of "Kellogg's Start Smart" Karen left San Diego for the 1st leg to Hawaii, Tahiti, through Cape Horn.

The rest of her voyage on "Amelia" took

her around the Cape of Good Hope, Cape Leeuwin, South East Cape (Tasmania) and South West Cape off New Zealand.

Karen departed Hilo on July 14, 1998 and arrived in San Diego on August 18th, 1998 to close the loop.

Karen can be reached through her web site (<http://goals.com/KarenB.htm>).



*Karen's sloop, "Amelia"*



*Karen Thorndike receiving Golden Circle Award from Tommy Thomas*

## JSSI NEW MISSION A GRATIFYING SUCCESS Single-handed Junior Race

The first annual Joshua Slocum International Single-Handed Youth Championship was held August 21, 1999 in Marion, Mass. The event, part of the Beverly (Mass.) Junior Regatta, was sailed by a total of 26 competitors who ranged in age from 8 to 14, using Optimist sailing dinghies and was won by Peter Bermudez, sailing for the New Bedford (Mass.) Yacht Club.

An on-site observer described the race: "...held in 8-10 knots of breeze, making the original course of a circumnavigation of Bird Island (4 1/2 miles) not possible for Optimist dinghies in less than 6 hours (a bit much for sailors who range in age from 8 to 14). Toby Baker stepped in as an 'island' replacement in his boat SISU. He raised as many flags as he could, including signal flags to spell out SLOCUM. 26 sailors, after a three minute dinghy start, beat one minute out to SISU, round the boat, received emergency rations from Mr. Baker (who threw them sweets), then raced 1 1/2 miles to the finish line in front of the Beverly Yacht Club. Peter Bermudez (the winner) took a commanding lead early on, never giving in to home town sailors, Barrett Levenson and Oliver Moore.

The Slocum Society provided 25 copies of *Sailing Alone Around the World* and a plaque for the winning competitor. Local arrangements were handled by an enthusiastic Hannah Moore of New Bedford's Community Boating Center and JoAnn Clarke also of the Community Boating Center.

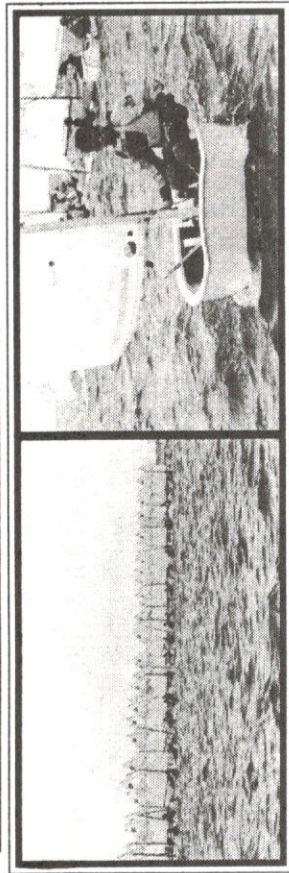
### Anne T. Converse

Photography

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Marion, MA 02738

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Email: [convers@ibm.net](mailto:convers@ibm.net)

The Slocum Society  
wishes to thank Anne  
Converse  
for her excellent  
photographs of the  
regatta.



## LETTERS AND CORRESPONDENCE

**Webb Chiles** writes from Boston that he plans to resume his interrupted fourth circumnavigation in June, 2001 and that his most recent book *A Single Wave* has been recently published by Sheridan House.

He also has a question: where exactly in Boston Harbor was Slocum's *Spray* moored before he left for his 'round the world voyage April 24, 1895? If anyone out there knows the location please weigh in and we'll publish the answer.

**Ken Slack** writes from near Brisbane, Australia that he has moved to a new house, still near Brisbane but newer and apparently more comfortable.

He also remarks on the October '96 re-enactment of Slocum's arrival in Sydney harbour in which 13 *Spray* replicas took part. Sounds like good fun. Should you have any newspaper clippings Ken, we'll be obliged if you'll send them along.

**Mike Nelson** weighs in from San Mateo, California reporting that the building of his small wood boat is going well. It should be

ready by the time this newsletter goes to press. He plans to sail it down river from Sacramento to the Bay from where he'll be off on his long-awaited voyage to distant shores.

Welcome news from honorary member **GINNY KIENAST** in Fort Lauderdale. Ginny's big voyage took her from Los Angeles to the west coast of South America, to Panama, then out to the Galapagos, back to Panama then into the Caribbean finishing up along the Gulf Coast and winding up in the Bahamas then to Fort Lauderdale. A lot of miles in that voyage, we'd say.

Good to hear from **RON AND JOYCE MACMILLAN** aboard their ketch Ara-a-Kiwa moored in Auckland Harbour, New Zealand (photo). We're pleased to learn they appreciate the 'new look' of Society publications and wish them safe passage on their way to Fiji where they plan to spend the season returning to New Zealand in November.

**GERRY SPEISS**, intrepid passage maker from the prairie state of Minnesota sends along a welcome copy of his well reviewed book, *Alone Against the Atlantic*. This is good reading.

Gerry has been a member of the Society nearly thirty years. He crossed the Atlantic in 1970 in his tiny craft *Yankee Girl* and a few years later crossed the Pacific in the same boat. It's always fun hearing from redoubtable voyagers.

**JOHN SHUGAR** aboard *Windswept* sends along a copy of his letter to the editor of *Sailing Magazine* commending the magazine's readers to *Sailing Alone Around the World* and suggesting that those who want the detail about Joshua Slocum and voyage after reading the book contact the Society at 15 Codfish Hill Ext. and they will get what they need.

**DOUG PECK** from Bradenton, Florida sends along a treatise investigating the Mexican influence on the pre-historic peoples of the Mississippi gulf coast area. Among other aspects it tells of long distance open water voyages in aboriginal canoes - among the Caribbean Islands, Yucatan and Florida. The treatise notes an item reported by Columbus on his fourth voyage of a large Maya trading canoe sighted in the Bay of Honduras 'large as a galley' with a crew of

twenty-five and loaded with freight and passengers of women and children. The non-profit corporation which he heads plans to construct a replica voyaging canoe, man it with a crew of eight paddlers and send it on a four hundred mile journey from Yucatan to Florida to demonstrate that it can be done.

Doug has been at this sort of thing for some time and has a number of scholarly papers to his credit including two dealing with the voyage of Ponce de Leon from Puerto Rico to the Florida east coast in 1513.

**DAN LUTHER** writes from Auckland, New Zealand about the supposed voyage of a tiny 22 foot yacht *Kia Ora* that attempted to sail from New Zealand by way of Cape Horn in 1905. Apparently there is controversy about the date of the supposed voyage, whether it was successful, and what might have happened to *Kia Ora*. He send along magazine and newspaper clippings that discuss the adventure.

**ELINA & ANDY SIMON** aboard *Libation* e-mailed us from Trinidad. We are pleased Elina is still with the boat. We are even



1999 Cruising Aboard *Libation* - Andy & Elina

more pleased they are both enjoying their stay in Trinidad.

According to the Simons 'life here is an exercise in "limin," Trinidadian for relaxing, laughing, talking, drinking, etc....Andy's been playing his saxophone with a band com-

prised mainly of cruisers, and we've been deeply involved in Tai Chi lessons. Needless to say, life here has been wonderful fun!"

For those who cruise "Downeast." Don't forget to stop in at the Lubec Shipyard, North Pond Road in Lubec, Maine and ask for **ALBA BRIGGS**. Great guy and great sailing waters!

## Cruickshank's "Ahoy" For Sale

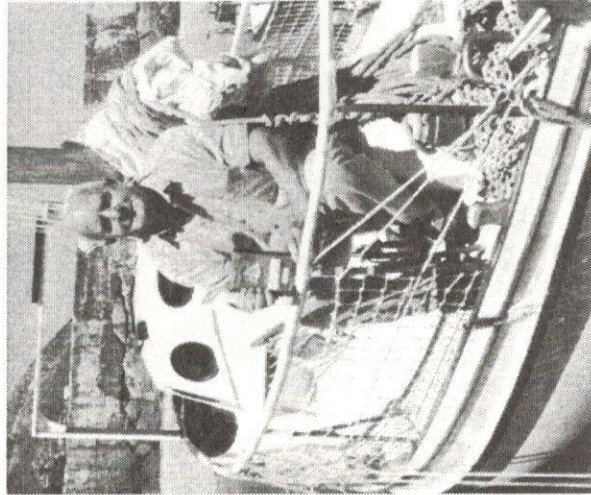
Ray Cruickshank writes from Gordons Bay, S. Africa he is offering his boat,

"Ahoy," for sale for the modest price of R30,000 equal to US \$5,000.00.

Ray is, since his last letter, 13 Jan. 1999, has traversed to Tasmania where he met with Tony Trumble, our Port Captain and discussed his proposed residency in Tasmania.

Interested parties may contact Ray at his temporary address:

Capt. Ray Cruickshank  
% Frank Mitchell  
126 Oldaker Street  
Tasmania, Australia 7310

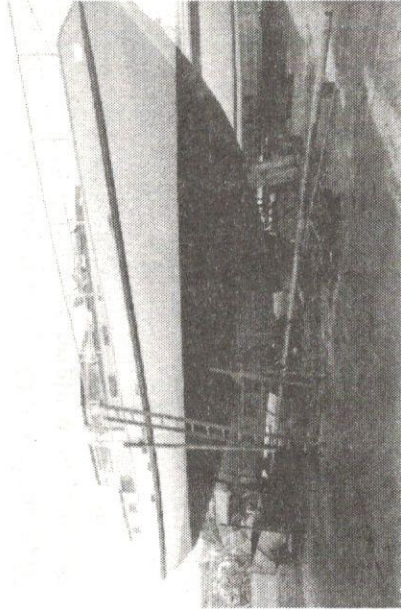


Ray aboard "Ahoy"

## THE KIRBY PROJECT

We are pleased to inform our readers of another SPRAY project in progress. The Kirby's, Dale and Sabrina, of Dorset, U.K. are in the process of constructing a Bruce Roberts double chine steel Spray, 45 ft. on deck with deep keel (designed draught 5 ft. 3") cutter rig, "Cora Jean," to be launched some-time this year.

They write us that the project began in '85 and is of the Bruce Roberts "A Plan" arrangement but the centre open cockpit is changed to a wheelhouse with a passageway



Dale and Sabrina's SPRAY 45 "Cora Jean"

linking the salon to aft cabin on the port side.

Situated in the passageway is an 8-ft workbench in pine, the rest of the cabin is fitted out in Burmese teak up to deck level and American ash on cabin sides and deck heads. Before fitting out the entire hull and deck was grit blasted.

The steering is near completion and has two stations, one in the wheelhouse and the other outside on the aft deck. This is a mechanical rod and chain type, strong, simple and easy to repair if damaged.

Dale and Sabrina keep records of the costs and the number of hours it has taken to complete the project. Amazingly, the boat will be completed within budget. The only way they could afford a new 45 footer was to build it themselves. Their comment...it has been great fun!

We are waiting their launching day as well as their sailing trails. On behalf of the Society we wish them "Fair Winds."

# Struck by Lightning

by Mike Martel

It was to be a pleasant weekend cruise - from Bristol, R. I. to Block Island forty miles away. The weather was fine, the winds favorable. But our pleasure cruise turned out to be something else. We were struck by lightning.

The sail out to Block Island was a joy. Our antique gaff-yawl Privateer handled well, the skies were bright with popcorn clouds overhead, the sea bubbled clearly alongside. Bluebird weather.

We made Block Island in good time, sailed in through the protected entrance to New Harbor, past the Coast Guard Station, and into the inner harbor and rounded up dropping our new Bruce anchor not fifty yards from Ted and June Jones aboard their double ender Vagrant. Social amenities followed after the anchor was set and our sails furled.

The following morning the weather had changed. Instead of bright and sunny it was dark and gloomy. NOAA weather radio predicted scattered thunder showers in the afternoon along with brisk southwesterly winds. They also issued a small craft advisory. We saw Ted and June Jones head out at dawn destination Nantucket. We followed suit shortly thereafter destination Bristol, R.I. What follows is excerpted from an e-mail I sent around to friends:

"A mile or so out of the harbor heading northeast I looked behind to see the sky rapidly darkening, turning purple and then to black. Lightning flashes became apparent. I snapped on the radio and NOAA weather was now advising of severe thunderstorms and dangerous lightning coming out of Long Island Sound. Could I make it back to New Harbor dead to windward before the storm struck? I decided no and elected to run for it. Maybe the worst of it would miss us merely graze us. But luck wasn't with us.

It began to blow and then it began to rain. Soon it began to blow hard and the rain seemed to smoke off the decks. The wind howled and became erratic. The mainsail caught an errant puff

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and jibed over. The boom whistled past my head and the deck end block of the main sheet clipped me, knocking off my glasses and cutting my face in several places. PRIVATEER rounded up, sails luffing but the rig seemed OK and nothing was broken. The wind was rising fast, spin drift was blowing across the waves. A bolt of lightning struck nearby.

And then there was a much louder crash. Down below in the cabin my crew saw it as a brilliant red flash, followed by a violent thunderclap. I knew that we had been hit. My first thoughts were: are we alive? Is anyone hurt? The air was filled with an awful acrid smell later explained to me as 'burnt ozone.' There was an awful screeching cacophony below, not from the crew but from the alarms on the GPS and LORAN as they registered displeasure and went offline. There was the stink of burning electrical circuits.

Below I found the small TV had flickered briefly to life and then died, the VHF radio was fried, an inverter was gone along with a CD player and a stereo. The electrical panel was smoking. But I had a hand held VHF and basic navigation equipment. There was no fire, no one was hurt and there were no apparent holes in the hull.

Back on deck, I brought the yawl back on course. The squall had passed, the wind dropped back to 18 knots. What to do? Sail on.

What a scare! The heavy rain had been a blessing keeping down what could have been dangerous seas. Point Judith hove into sight and shortly the entrances to Naragansett Bay. Once under the Jamestown Bridge, out of choppy seas and swell we hauled the half-swamped dinghy alongside, bailed it out and let it drop behind once again. The sun almost broke through, the breeze freshened and we ended up having a glorious little sail up the bay. But we reached home safely, rounded up and clipped onto our mooring and rowed ashore. We had learned new meaning for 'count your blessings.'

Safely ashore I looked back at PRIVATEER and spoke

aloud my gratitude to the man who had designed her 72 years ago, John Alden. She was well designed, had ridden out the storm well, and had not shipped a drop of water. I also thanked the one who, as Joshua Slocum wrote: "while the waves rose and fell the hand that held these held also the SPRAY."

And the same hand had held PRIVATEER and helped her skipper guide her home where at journey's end he irreverently indulged himself in a robust cocktail.

Wouldn't you?

## Cruising the Nivernais Canal

By Bruce Roberts-Goodson

So far since leaving Paris we have traversed about 50 locks...some shared with Monster pusher units pushing up to 10 dumb barges...huge affairs...we keep well out of their way.

The past week we were located at Vermonton, a beautiful village where Gwenda and Sister, Joy, have been busy with a water-color course...they both turned out 3 creditable paintings so are very pleased with themselves. Each evening we all gathered (the students and their spouses...totaling about 20 people) for dinner. Stan's wife, Avril, herself a fine painter, was the chef and we had many fine meals...predinner drinks, 4 courses including a huge cheese board and sweets, white and red wines, and coffee. ALL for only 95 Francs per head (under \$16)...the bargain of the century.

Part of the painting course included a trip to the local 11th century wine caves for a wine tasting...fantastic place with "old" bottles of wine stored everywhere.

On Saturday we left Vermonton and we are now at Mailly de Ville, a lovely village on the Nivernais. We will be here for 4 days. . . free electric and water hook-ups...this will allow some maintenance on the boat...fit a new expansion tank to the pressure water system...still works but is a bit iffy so may as well change it for a new one.

We managed to pick up something in the bow thruster...had this problem for some time and managed the boat well with it...now removed a LARGE plastic bag so thruster back in service.

We plan to head back to Paris on Wednesday...will take about 10 days to get there so will have plenty of time for sight-seeing along the way. We have a booking on the Eurostar from Paris to UK for the 14th September so will be in Paris until then except for a side trip to Snape in Holland for some business.

*Ed. Note: Bruce and Gwenda report they are fit and well and have returned to the States.*

## Hello from "Lucia"

A friendly e-mail from Paul Fay and Mo Jenkins tells us "Lucia," after several months of T.L.C. left the Wickford Rhode Island Marina and sailed a short leg to the Harbor of Refuge at Point Judith, R.I. Not experiencing any onboard problems, sea trials continued along the Long Island Sound with ports of calls at Mystic Seaport and the "friendly Connecticut River."

Not making the best use of the Cruising Guides, Mo & Paul sailed the "Gold Coast" of Long Island and experienced the nickel & dime charges for moorings and dinghy docks at the Port Jefferson Cross Roads. Little did they realize that here is where New Englanders land on their way to the Hamptons and the New Yorkers depart for the cool, clear waters of New England.

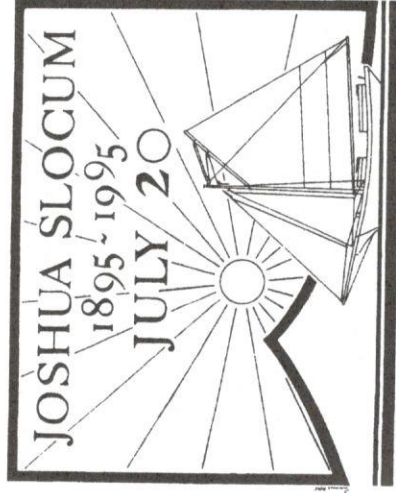
The Yacht Club negotiations were left up to Mo who managed to charm the Yacht Club steward, harbor master and line handlers into a discount off the standard fees. It's no wonder, we saw her in motion at the '98 centennial in Newport and she charmed us all!

Mo and Paul continued their cruise down the East River to the "Big Apple" where they experienced the 5 knot currents and chop that opposing tidal currents set up but not to distract them from the sights of the United Nations and Empire State Buildings. The Statue of Liberty created a magnificent backdrop as they sailed east to Sheepshead Bay to meet their friend, Mort, who was to offer reasonable dockage and yacht club facilities.

## SLOCUM REMEMBERED IN THE AZORES

We have an interesting report from Joao Carlos Fraga of the Azores telling of Slocum related activities in the island archipelago in 1985 and 1995. Both events marked the arrival of Joshua Slocum and Spray at Horta in 1895. "Early on the morning of July 20 I saw Pico looming above the clouds on the starboard bow. At 4:30 P.M. I cast anchor at Fayal."

Horta, the principle town on the island of Fayal was a welcome first stop for Slocum and he reported the inhabitants warmly welcomed him. "It was the season for fruit," Slocum wrote in *Sailing Alone Around the World*, "and there was soon more of all kinds of it put on board than I knew what to do with. Islanders are always the kindest people in the world, and I met none anywhere kinder than the good hearts of this place."



*Program cover for 1985 & 1995 celebrations honoring Slocum's visit to the Azores*

Events associated with the anniversaries of the Slocum arrival were sponsored by the Clube Naval da Horta and included art exhibits, musical concerts, one by yachtsman Patrick Burke and a second by renewed Peruvian classical guitarist Juan Carlos Camacho. There were also around Horta sailing races for single-handers which have since become annual events, and special programs and posters printed and distributed advertising the events. The local post office designed a special Slocum cancellation stamp for the occasions.

The Azure events caught the attention of members Larry Thompson and Guy Bernardin who brought them to the attention of the JSSI.



# The Slocums Before Captain Joshua Slocum and After, Lineal Descendants

By *Melville Brown*

Where did Simon come from?...Simon Slocumbe that is. Certain it is that Captain Simon Slocumbe is the known traceable forefather of Captain Joshua Slocum.

My research thus far has not produced who the parents might be, and when and where he was born. There exist many gray areas of the first vestiges of any Slocumbes prior to Simon.

The request to provide genealogy for the Society came about at the spring meeting, February 25, 1999. A letter to Betty Rink in May from Ted and June Jones

Sums it up and I quote, "Mel Brown has volunteered to head up the JSSI Genealogy Committee, after Ted threatened, of course."

I have since amassed a substantial amount of research documentation in my quest to provide an accurate lineal ancestry. The first acknowledged printings of the Slocum history was by Charles E. Slocum, M.D. A short history of the Slocums, Slocombs, Slocombs of America embraces eleven generations of the first named family, 1637 to 1881, published in 1882 (Volume D). A second Volume II, 1637 to 1908 followed this, published in 1908. There exist many errors with which the proof I have compiled will give us a much-improved amended lineal family tree.

Since starting, I have met a great number of people, which has involved much talking with and corresponding by mail, fax and e-mail. I have my own mail truck delivery...not quite! The research takes me on the road visiting all townships, to the clerk's offices, libraries, historical societies, and state archives centers; both in the states and Nova Scotia. My biggest source to date has been from Jim Eakins of Greenwood, Nova Scotia. I received a 195 page extensive history of the Slocum family. This report, too,

starts with Captain Simon.

Our friend Betty Rink deserves special thanks and recognition. She has spent many hours compiling her records and unselfishly offered these to the Society. I want to

note that Carol Jimerson (Captain Joshua Slocum's great granddaughter) is furnishing the "after" lineal descendants to the millennium year 2000. Her sister Gale Hermanet also is a big help...all very much appreciated.

One of my major quests is to acquire possession of Captain Joshua's wife Virginia's death record from Buenos Aires, Argentina. The consulate wants \$150.00 up front. I need some help from anyone who has ties to this city. Vivian Franco, port captain, with address listed in the 1998 Centennial Journal does not respond.

I am aiming to complete this study, and give to the Society by next spring. It will include my back-up documentation. To the immediate Slocum Family and to all the institutions that contributed, I will provide copies of this lineal study.

Ed. Note: The JSSI wishes to compliment Mel Brown for the many hours he has put in with this Slocum Genealogy Project. Mel received a major volume of work that Betty

Rink submitted to further this project and we want to acknowledge her dedication to the Society for this effort.

**Joshua Slocum Society International**  
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Type of Rig: \_\_\_\_\_ LOA: \_\_\_\_\_ LWL: \_\_\_\_\_

Dues are for annual membership, payable in US funds. Please make check payable to the Joshua Slocum Society International. Schedule is as follows:

US and all other countries: \$30

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