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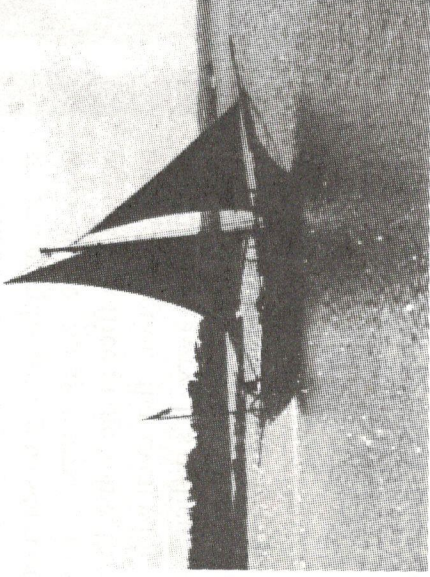
SPRAY



Sincerely Yours,
Joshua Slocum

2001

The SPRAY 2001



Spray is the annual journal of the

Joshua Slocum Society International,

a not for profit organization incorporated in the State of Connecticut. For more information, additional copies,

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Theodor Jones, Commodore

Donn C. Slocum, Vice Commodore,

Dick Griffin, Rear Commodore

June Jones, Sec'y

Photo, facing page: SPRAY sails out of Walker's Cove, Bristol, RI, Oct. 1, 1906. Photo from Herreshoff Family Album, courtesy Herreshoff Marine Museum. Photo discovered in 1997 by late HMM curator and JSSI member Carlton J. Pinheiro. Photos of Joshua Slocum's SPRAY under sail are extremely rare.

Letter from the Commodore

Heavy weather on shore has kept the Commodore and Secretary under cover for several months, giving us sea room to work on the "Spray Journal." In spite of having my office in the home, there are many distractions that even with the best intentions go awry. It's difficult to insulate oneself from these daily interruptions unless we lose our power, which happens monthly; then everything shuts down but gives a respite for a short hour or two.



Clearly, the one outstanding effort the Society has made over its forty-six year history is the reporting and support we offer to the long distance sailors, their families and numerous friends.

Our means of communication today is far less complicated than back in the mid 50's when the roving ambassadors and correspondents provided Commodore McCloskey with hand written letters with all kind of sailing news for a regular monthly newsletter. In 1980, the JSS had close to thirty individuals reporting from the Long Island Sound area, eastern Australia, the Arabian Gulf and literally around the world. Today we have but one, Tommy Thomas of Bellevue, State of Washington.

Consider the idea that Mike Martel, who now directs the Port Captain program, could use the port captains around the world to connect with their area correspondents and with access to the computer and e-mail could relay human-interest stories to him for our quarterly newsletter. By using the network of Port Captains & Correspondents we could once again be the forerunner of long voyage cruising breaking news rather than having the news media's papers and magazines beating us to the punch.

We have had several cases where magazines have used our resources to enhance their own publications and usually hit the newsstands prior to our own. Even though we want their support there is no reason to take a back seat. "Old Mac" put us on the "charts," let's get back to that place in history again!

We'd like feedback so send your thoughts to the secretary (e-mail jone402@attglobal.com) or just a note in the mail will do. Any developing breaking news should go to Port Captain Director, Mike Martel preferably via e-mail (mmc@loa.com).

Ted Jones

From The Slop Chest

by Mike Martel

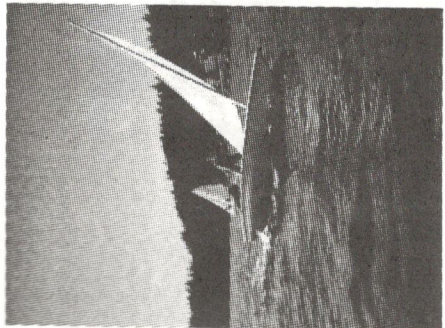
Jaunty? You bet.

I can't think of a better attitude to kick off the 2001 sailing season (we're looking forward desperately to Spring, here in New England), because if the Joshua Slocum Society International's track record in the last 12 months is any indicator, we're on the fast track to bigger and better things. Consider this:

Your Commodore and Secretary/Treasurer, Ted and June Jones, with the able help of other members and Flag Officers (and a whole lot more help is needed, so grab a swab!!) have been working to better the Society and forge alliances with other organizations in keeping with the JSSI's mission. Last year the Society honored the lifelong achievements of circumnavigator and adventurer David



Sinnett-Jones. This year, the unselfish act of rescue of David Clark by a freighter off the coast of South Africa will be honored; we'll also be honoring the remarkable achievements of Peter Kittel. And, in other matters:

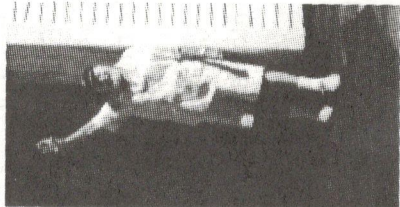


Junior Racers Going to Weather, Orcas Island

- Our Port Captain program has expanded, with more volunteers coming aboard in various ports;
- The JSSI has forged a strategic cooperation with the Nativity Preparatory School in New Bedford, Massachusetts, a school for disadvantaged kids, in keeping with Capt. Slocum's original plan to reach out to youth with his message of self-reliance and personal achievement;

- The JSSI is supporting youth sailing and racing events;
- We cooperated actively (thanks, Myra!) in the production of a terrific new film about Slocum's life, "Joshua Slocum, New World Columbus";

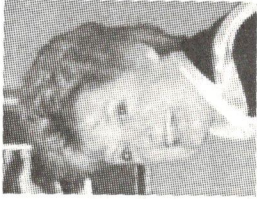
And, of course much more. Our individual members continue to play an active role in their own ways; Maxx Robinson is still writing books, has started up an E-book internet operation (www.maxxbooks.com), and needs books from JSSI authors to publish online! He's also busy selling wild Maine blueberries and lobsters online, and Lord knows what else. Tony Trumble in Tasmania (alliterative, isn't it?) has been sending digital photos over the Internet of his lovely part of the world, enticing all of us to hoist anchor and head down his way. Steve Wann and I went sailing a year ago November south from New York to St. Martin on a 45-ft. catamaran – across more than a thousand miles of trackless ocean, a true Slocum-esque small boat adventure (and a hurricane



Maxx in Maine

to boot!). More about that later...

In the meantime, we need to hear more from YOU! So write, renew your membership, invite a friend to join...and if you're sailing into any of the jurisdictions of our Port Captains, let them know! They need the company.



Now Hear This!

By June Jones

We recently received a book review of Sailing Alone by Lt. Youssef Aboul-Encin, USN, as it appeared in the Naval Training Center Great Lakes Bulletin. The Bulletin is the newspaper of the Navy Recruit. He comments that, "Even after 101 years the book is still a classic." He has given us permission to publish it:

Sailing Alone Around the World by Joshua Slocum. Originally published in 1900 and reprinted in 1985 by Naval Institute Press, Annapolis, Maryland, 231 pages. Part of the Classics of Naval Literature series, this book answers the simple question, "What is it like to sail around the globe alone?"

Imagine seas and oceans ahead and you alone are crew, captain, navigator and engineer. In 1895 Joshua Slocum became the first man to accomplish this, taking three years to circumnavigate the world aboard his sloop Spray.

Slocum's book is designated a classic because he has been compared to the famous author Thoreau, who wrote Walden isolated in a New England cabin. Unlike Thoreau, Slocum captained a ship and began his seagoing career as a fisherman on the high seas. He came upon the antiquated sloop Spray in Fairhaven, Mass. And set about with his own hands to bring together Georgia pine and masts of New Hampshire spruce to bring life to the 37-foot sloop that would be his home for three

years.

Slocum's lonely voyage captured the imagination of the world as many tracked his whereabouts and stories of high-seas adventure. Published over a century ago, Slocum's book is entertaining and has interested generations in traveling the seas.

He's at it again, but notice he's getting nearer to the sea. **Ken Slack**, has moved to Cleveland, Queensland. We don't mind changing your address, the main thing is getting your news and that we keep in touch with a faithful friend! Ken is just south of Brisbane and no more than 2 km from Moreton Bay. He says, "as usual, I have been

chasing job opportunities and trying to balance these with the needs of our family. It seems now that we will be here for longer than some of our previous locations – to get our children through schools and university and for my wife and I to earn some money (more difficult inland where we still have a large house and land (tenants in now)." Ken

mentions that there are quite a few "Spray" copies in Australia and that the Slocum Spray Society of Australia has done a good job collecting information and bringing owners together. He is keeping an eye out for a "traditional craft" as "he hasn't swallowed the anchor completely."

Port Captain **Stan Gordge** writes: "Thank you kindly for the nice words you wrote about me. I am pleased that I have been some use to visiting yachtsmen & Slocum members over the past years."

Stan has a tape recording taken by **Ray Cruickshank** of the "Northern Light" awards ceremony at the Mount Nelson Hotel where Stan did the presentation.

The Society is indebted to Stan for adding valuable history to our archives. Stan also sent photocopied pages of "Sailing Alone Around the World" covered with autographs of visiting yachtsmen over the years. These, too, will go into JSSI files. See Stan's latest poem (at right).

Aloha from Hawaii! **Tommy Thomas'** erupting Kilauea volcano postcard says he's condo sitting for son Craig and snorkeling every day! Tough life, huh! Tommy says the sub & helicopter crashes are a big concern there.

Peter Rowe, writer-director of **Joshua Slocum: New World Columbus** writes sending his congratulation for the successful screening at the New Bedford Nativity Prep School. He also thanks Ted and June Jones for coming up to Toronto and participating in the screening of the film at the Royal Canadian Yacht Club.

He would further like to extend his thanks to all the members and friends of the Joshua Slocum Society International who participated in the making of the film,

The Hour Glass

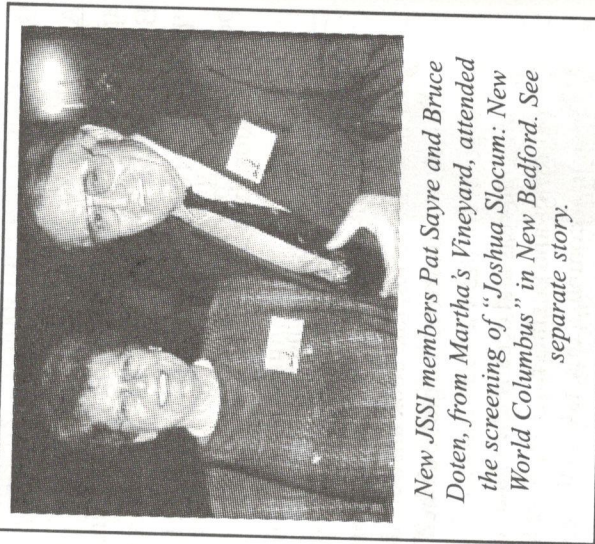
A Poem by Stan Gordge

The sands of time
Are coarse and fine
They run so very fast
Like life and love
They come and go
Just like our journey past

Ages come, Ages go
The clock is never wrong
But we who last
Will be but part
Of times, of long ago

The world was born
From a raging storm
Of matter from the sun
We did not know
What was to come
And only guess the past

The sands of time
Are yours and mine
But we will never know
How fast they flow
From year to year
Till it's our eventide



New JSSI members Pat Sayre and Bruce Doten, from Martha's Vineyard, attended the screening of "Joshua Slocum: New World Columbus" in New Bedford. See separate story.

including Myra Lopes, Ted and June Jones, Ann Spencer, David Dunn, Phil Shea, David Sinnett-Jones, Fred Ebinger, Mel Brown, Donn Slocum, Art Spengler, Sam McKinney, Len Pearson, Ed Davis, Richard King, David Johnston, and Michael Hogan.

Wedding bells are ringing for **Mo Jenkins & Paul Fay!** Mo informs the Society she has just become engaged and plans to marry later this summer. She says, "I feel like a teenager & since I've had this beautiful ring on my finger I hardly know which way is up." Mo & Paul are in the process of building a new boat, "**Ti Gitu**," to be launched next spring. They can't wait to get married, & set sail. **Mo's**

book, "Lone Voyager" is now available from www.piatkus.co.uk.

January 24th, 2000
Peter Kittel writes he completed his circumnavigation Arica, Chile to Arica, Chile on August 12, 2000 where he started on April 12, 1998. As soon as we clarify some details Peter will be considered for the Golden Circle Award.

Peter has offered to do a sealion scrimshaw piece for the Slocum Society's 50th anniversary but comments getting it through customs could be tough!

The Society has commissioned Peter to do a 3" tooth for the J.S.S.I. Thanks Peter, for the news.



Peter Kittel at the Slocum Centennial in Newport in 1998. Photo by JSSI member Steve Wann.

Bully For Bob!

By Henry and Judith Fuller

It is barely two weeks since Judith and I returned from visiting Bob Carr, an individual whose consummate force of character and strength of personality have never failed to impress us. It had been over twenty-five years since we said good-bye to this former eighteen-year resident of Baddeck. During the interim communication had been non-existent except for some anecdotal information of hearsay origins. In fact, we had often speculated as to the whereabouts of Bob Carr. Was he still alive? If so, where might he be? Was he still at sea? Others had given him up for dead! How wrong they were.

An address in the Slocum Journal provided the information that led to our reunion with Bob in the sleepy hot tropical port of Puntarenas located on Cost Rica's Pacific coast. Early on a recent February Tuesday morning Judy and I arrived at Diamar Pacifico, a rather non-descript harborside business on the east side of the Puntarenas peninsula. Sure enough there was Bob just waking from a good nights sleep in the humid tropical morning. His place of repose we quickly labeled "The Bus Seat Motel." There was no chance at not recognizing Bob who, at 85, still possessed his recognizable resounding voice, a genuinely firm handshake and that twinkle in his keen eyes that flashed a most healthy form of skepticism.

It did not take us more than five minutes to bridge the twenty-five year hiatus. Time flies when you are having fun! We reminisced over the good "ole" days, Bob's life in Baddeck, his 'working career' at Pinaud's, and the cast of local Baddeck characters still living and those who have made their final voyage. Most important, however, had been Bob's sailing adventures on board his beloved Sirius since 1976.

Since 1993 Bob had been living on Sirius moored in the back harbor of Puntarenas. In a sense, he had been marooned there after being run down on the Gulf of Golfito just north of Panama by a cargo vessel. Bob reported that the ship never stopped. "Must have been on autopilot, those bastards", Bob said, as he helplessly watched the vessel close in on him for 30 minutes in flat calm waters just after first light. Bob was not one to use profanities unless the situation was worthy of such warm incisive rhetoric.

There was little he could do as Sirius had no motor or a radio. The freighter came straight on and hit Sirius, snapping the mast and three places and rendering the sails useless. Bob was towed into Costa Rica's Gulf of Golfito, then to Quepos and finally to Puntarenas. He was lucky to have survived. Fortunately, Sirius was still habitable, his home still intact.

Sirius had been Bob's home since launching this replica of SPRAY on the shores of Lake Champlain in 1957. For the past 43 years, Bob had lived on, for and within the craft he constructed. Sirius had taken him from St. Peter's Canal to the Straits of Gibraltar. Then, back across Atlantic through the Panama Canal to Hawaii from whence he sailed to Victoria, BC and back down the west coast of the United States and Central America.

Bob's sea stories were endless, but there was no doubt in our minds that Bob's sailing days were behind him. At age 85, Bob's will is still strong, but his physical capabilities somewhat diminished.

This timely realization led to discussions with Bob as to his future. Should he stay in Costa Rica where the climate was comfortable, the cost of living within his means but medical care suspect? He knew the port well. There were people in Puntarenas who Bob could depend on but the atmosphere was such that Bob might become easily become a victim of unscrupulous characters. Bob had been robbed the night we arrived as he walked through a small park. Those bastards. We told him that he did not have to put up with such abuse. He heartily agreed. No profanities here.

As luck would have it, there were two people sitting and talking with Bob when I returned from doing some errands for him my last day in Puntarenas. This couple had met Bob twenty years ago in Panama where Bob lent them a hand for six months in replanking a portion of their boat. A fast friendship was born. They were indebted to Bob. Wayne and Maureen Loiselles had not seen Bob for ten years. In fact they thought he was dead, but learned otherwise within the last year. They were also very anxious to see Bob.

The fact that our individual quests to seek out Bob should intersect could have only be determined by the Fates. We took Bob out to a local Chinese restaurant where Bob showed us that his appetite had not been diminished by the ravages of time. He said, "the grub was sure good." I recalled the days in Baddeck when Bob lived on oatmeal, raisons, strawberry jam, his home made bannock and peanut butter. We laughed about the coincidences, the fact that we were of kindred spirits and the good fortune that the passage of time had not diminished the strength of old bonds of friendship. We broached the question to Bob once again about his plans for the future. He allowed that he had not thought too much about his future as in Puntarenas the atmosphere was one of benign acceptance of one's fate. This was not good enough for us. Bob agreed.

Bob's future was his own choice as he had always lived his life based on the principle of self-determination. He has always been his own man and this was no time to coerce him. The decision was his, but underneath you could feel that he wanted someone to point him in some direction. Well, I am happy to report that on February 19, 2001, Bob flew with the Loiselles back to British Columbia where he will be a guest of the Loiselles until he finds a suitable place to stay.

Memories are often short. The passage of time dulls the senses, but every now and then a character of unrelenting force crosses our path and leaves an indelible impression. This is the person who by the virtue of the strength of his or her personality makes the differ-

ence as to how we perceive ourselves in the greater scheme of things. This force of character is what we remember. At the Loiselles, Bob is in good hands. So, all is well, that ends well. Bully for Bob Carr!

Editor's note: The Society is grateful to Donn Slocum for his persistent and untiring effort to obtain this article for the journal.

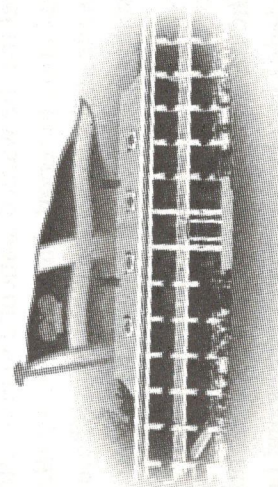
Slocum Society Guests of Royal Canadian Yacht Club



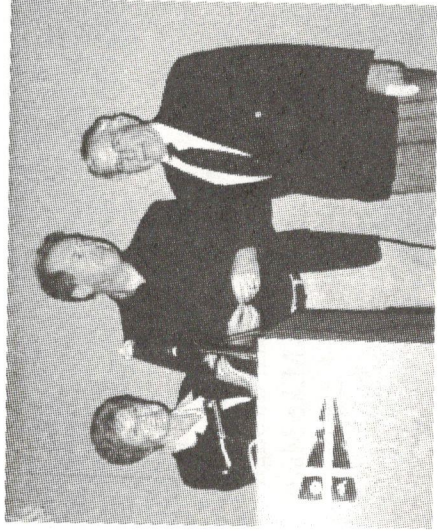
RCYC Past Commodore Medland and Ted Jones

"It was a special occasion for our members," Past Commodore Bob Medland told the audience of 300 plus members attending the premier screening of the Peter Rowe produced documentary film, **Joshua Slocum**. This private film screening paid credit to producer, Peter Rowe and to the Slocum Society who provided the many contacts needed to put the film together.

The RCYC's guests were Ted & June Jones, Commodore & Secretary/treasurer, who arrived at the yacht club for cocktails and dinner typical of the meal that Captain Slocum had in Toronto on the exact day one



RCYC Burgee and clubhouse art, from the RCYC Web Site.



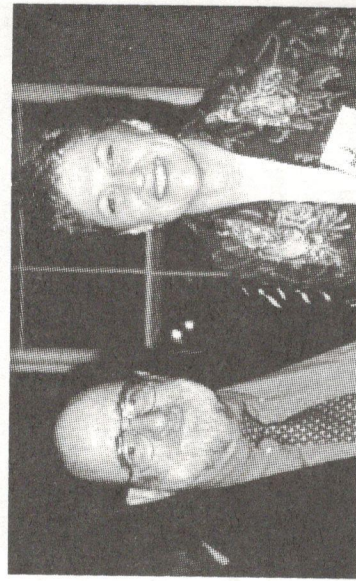
Peter Rowe (Center)

Peter Rowe's introduction of guests and explanation of the background of the filming paid tribute to all the many Slocum Society members and Spray owners who unselfishly gave many hours to help Peter with material for the film.

Society members included in the film are the Joneses & Vagrant, David Sinnott-Jones and Liberdade, Fred Ebinger and Miss Rachael, our historian, Myra Lopes who provided substantial back up on Joshua Slocum's life, and member Art Spengler. Special recognition was given to Dr. Ed Rothschild for providing housing, room and board on

Martha's Vineyard and to Art & Carolyn Spengler of Vineyard Haven who played host & hostess to Peter while on the Vineyard.

Ted presented the Royal Canadian



Dr. & Mrs. Ed Rothschild

Yacht Club with a JSSI burgee in recognition of the yacht club's potential support to the Society. We look forward to a greater number of Canadian members and Port Captains!

The Society is connected with the Canadian province of Nova Scotia through Director Phil Shea, and Port Captain Carl Haycock, who both reside on Brier Island. It was emphasized that through our port captain program, now under the direction of Mike Martel, we can offer support to the Canadian members through our increased coverage of port captain services. We made reference to Canadian, Fred Lawrence and Spray, "Double Crow" who depended so heavily on port captains of our east coast a few years ago when sailing with his family from Nova Scotia to Florida.

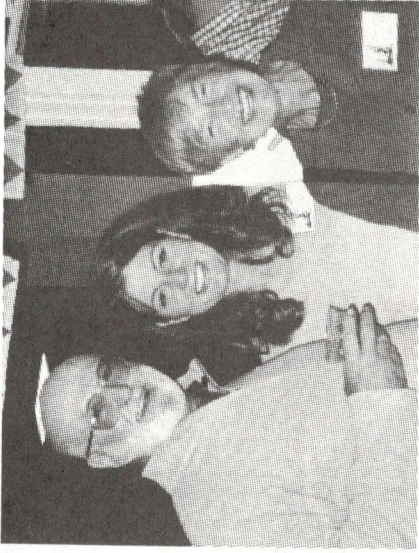
In summary the film was well received by the Royal Canadian Yacht Club and a round of applause signified that Peter Rowe and his production company had done a remarkable job of depicting the life of Captain Joshua Slocum.

New Documentary Film "Joshua Slocum: New World Columbus" Debuts Recently at Nativity Preparatory School in New Bedford

By Mike Martel

New Bedford, Mass. – More than 80 small-boat sailors, maritime history enthusiasts, and admirers of Captain Joshua Slocum gathered recently, on February 10th, 2001, at the Nativity Preparatory School in New Bedford to screen the new film documentary "Joshua Slocum: New World Columbus". This remarkable film was written by Peter Rowe and produced by Great North/Alliance-Atlantis Productions in association with History Television, Canada.

The one-hour film documents and recreates the true essence of Captain Joshua Slocum, the first person to sail alone around the world. Slocum, a naturalized American who was born in Nova



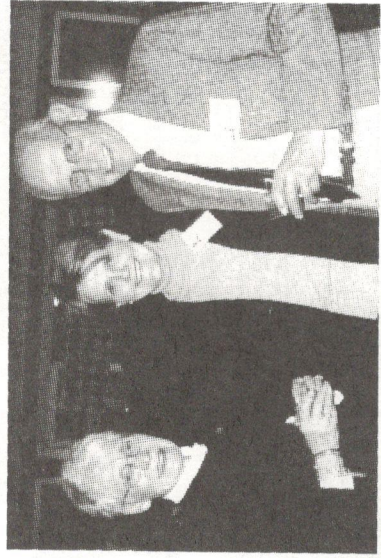
Dr. & Mrs. Robert Gracia & Friend

Scotia, completed his historic circumnavigation in a 36' 9" foot wooden sloop that he had rebuilt by himself from an abandoned derelict sailboat propped up in a field in Fairhaven, Massachusetts. The film captures the essence of Slocum's life and the events that led to

his historic circumnavigation in 1895-1898. The documentary was filmed in New England, Nova Scotia, British Columbia, St. Martin, the Azores and Patagonia, and tells the story of Slocum's life from his birth in Nova Scotia, running away to sea as a teenager, through to his success as an celebrated American sea captain, to the end of the Age of Sail and his life-changing transformation into a single-handed sailor and writer.

The film's showing was co-sponsored by the Joshua Slocum Society International, which was established in 1955, and is a non-profit society devoted to honoring long distance single handed sailors who have followed in Slocum's footsteps.

The Society also supports the efforts of other brave sailors who elect to undertake these arduous voyages, alone at sea, and is engaged in educational efforts and support of youth sailing and navigation, as well as the preser-



Pat, Susan & Henry Ebinger

vation of Slocum's legacy.

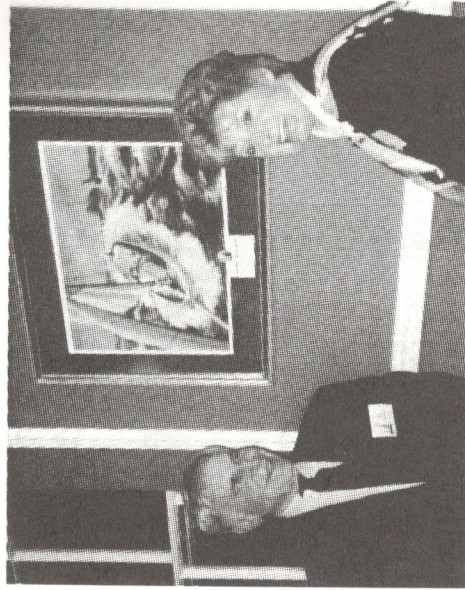
The attendees at the showing included many members of the Society, as well as local history enthusiasts including Judith Lund, past Curator of the New Bedford

Whaling Museum of the Old Dartmouth Historical Society; Commodore Ted Jones of the Joshua

Slocum Society International JSSI; local historian and author Myra Lopes; and Henry Hotchkiss, past Chairman of Fairhaven's Slocum Centennial celebration in 1998, as well as six Flag Officers of the JSSI and Nativity Preparatory School administrators and staff.

The Nativity Prep School of New Bedford opened in September 2000 as a private tuition free day school seeking to provide a

disciplined, challenging and supportive educational environment for 60-80 boys in grades 5-8. Initially 16-20 boys will be accepted. Nativity Prep aims are to discover,



A beautifully framed print, "Pirates off Gibraltar," original by Slocum member David Johnston, was presented to the Nativity Prep School principal, Brendan Kennealley following the film screening "Joshua Slocum: New World Columbus", by Commodore Jones.

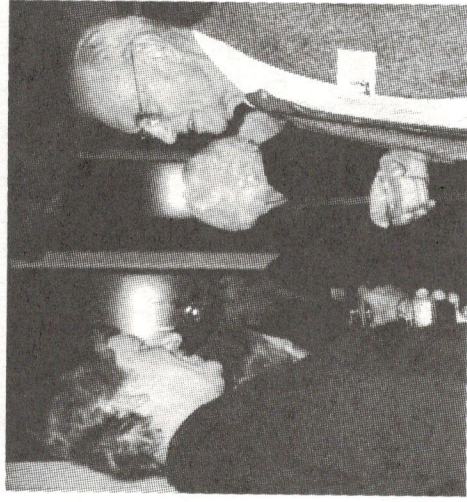


Andrea Ebinger & sons Cyrus (L.) and Henry

celebrate, and develop the best qualities of each individual member of the school community by creating a structured environment of high standards and expectations.

Following the viewing, JSSI Commodore Ted Jones stated, "This excellent film, historically accurate and professionally presented, brings out the relevance of Captain Slocum's achievement, with its message of honest hard work, self-reliance, and the possibilities that a person can realize, no matter what the odds may appear to be. This message is as relevant to our youth today as it was in Slocum's time. Its message compliments the good work and goals of the Nativity Preparatory School, whom we are pleased to support and

work with." JSSI Secretary and Treasurer June Jones also stated, "The true value and message of the Slocum Society is far-reaching, and is intended to support the goals that will serve as a model for others to follow the spirit of Capt. Slocum. Our Society looks forward to working with the Nativity Preparatory School, to reach our common goals."



Fred & Henry Ebinger



Jannine & Charlie Mitchell

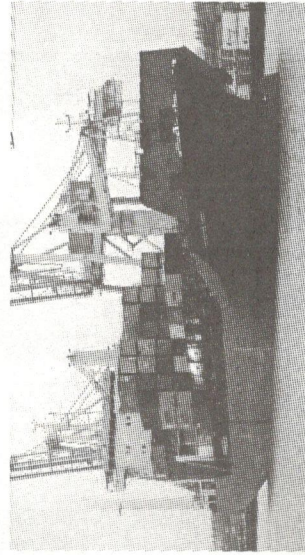
JSSI members and friends may add this historic video to their personal libraries for personal use only by ordering through the JSSI at 15 Codfish Hill Ext., Bethel, CT 06801 or phone 203-790-6616, fax 203-778-9917 or e-mail ijone402@attglobal.net. Cost: \$25.00 U.S.D includes S & H. The Nativity Preparatory School is located at 66 Spring St., New Bedford, MA, Tel. (508) 994-3800. The documentary videos are available from the JSSI but may be shown only to private audiences as requested by the producer.

JSSI's Prestigious Northern Light Award to be Presented to the Captain & Crew of the *Safmarine Emonti*

The Captain and crew of the *Safmarine Emonti* will be awarded the JSSI's prestigious Northern Light Award for their selfless and heroic rescue of JSSI member, **David Clark** 140 nautical miles from Cape Town on February 8, 2001, when his vessel, the *Molly Milar*, sank. Thanks to the Maritime Distress Network, the mayday signal was picked up by Captain Victor Popov, enroute from East London, S.A. to Bremen, Germany, who subsequently altered his course and came to David's rescue.

Early in 1999 Walter Renn, a close friend of David and Lynda Clark, came to our Society with news the Clark had set out on his third attempt to single-hand a circumnavigation of the world.

Clark set sail Dec. 5, 1999 from Florida bound for the Panama Canal aboard his *Molly*



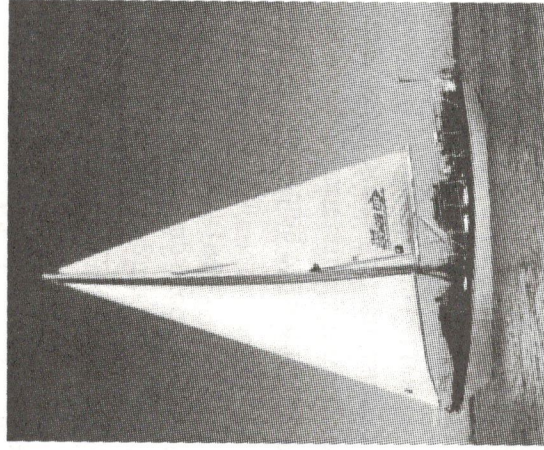
Safmarine Emonti, photo by Michael van der Meer, from an Internet Web Site.

Milar, a 44 foot welded steel hull, 18 ton sloop. He had reconstructed *Molly Milar*, a three-year process from a hulk of rusting steel to a fully equipped yacht with solar panels, auto pilot and a satellite navigational system.

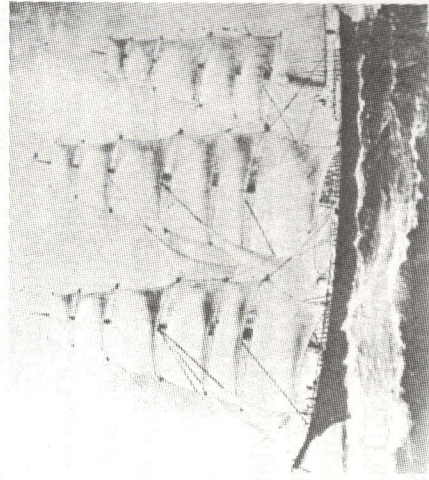
In spite of memories of sinking in 1995 in the Indian Ocean and being rescued by a cargo ship, loaded with 40,000 sheep, Clark's stamina and drive kept him on track to accomplish his goal to solo circumnavigate the world and set a new "world record" with this attempt. Apparently, Clark encountered a severe gale off the coast of South Africa, which damaged his boat. The *Molly Milar* was taking on water and consequently Clark sent out a mayday. The rescue was particularly difficult due to bad weather; additionally, once aboard, Clark was treated with notable hospitality and kindness by the officers and crew of the *Safmarine Emonti*.

History of the Award

The Northern Light Award was established to recognize the captains and crew of merchant vessels who have rendered outstanding service to distressed yachts. The award is named for the merchant ship that was under the command of Captain Slocum when it rescued a party of ship-



The Molly Milar in happier days.



The Northern Light, Peabody Museum of Salem.

wrecked Gilbert Islanders in mid-Pacific in the late 1800's.

The first Northern Light Award was presented to the captain and crew of the Norwegian motorship, *Toro Horten* who rescued the survivors of the capsized replica, *Pride of Baltimore*, in the Bermuda Triangle in 1986.

In 1988, according to Don Holm, Past Commodore of the Society, the second Northern Light Award recipients were the captain and crew of the South African fishing vessel, the *Afrikaner*, for outstanding seamanship in the rescue of the Canadian vessel, *Irene*, and its crew from a remote area of the South Atlantic after being dismayed during a storm.

The crew drifted nine days and more than 60 miles, surviving on what was left of their fresh water and some canned food before being sighted by the mate of the stern trawler, *Afrikaner* whose Captain Leonard Geland, halted the drag underway and diverted course for the rescue. This second award was made in Cape Town with our own **Stan Gordge** making the presentation on behalf of the Society while **Ray Cruickshank** taped the whole affair.

Clark's Life-Long Odyssey

The Clark family tells the Society that David's love of the sea developed during his years as an energetic kid involved in hunting, fishing, riding horses, mountain climbing, and skiing. After his stint with the 10th Mountain Division in World War II, Clark followed his instincts, which led him to the sea, where he worked on a refrigerator ship as a deck hand, and later on a fishing boat carrying cargo trucks across the Bay of Fouseca between El Salvador and Nicaragua.

This later service confirmed his ambition to own his own boat which became a reality in the 70's with the purchase of a 36' Gulfstar motor sailor boat; "his only finished boat," and later an unfinished 56' ferro-cement boat. Finally in 1978, his last unfinished boat, a 31' Pacific Seacraft named, *Sea Me Now*, carried him

around the world in 1987-1991, alone for most of the voyage.

With the sinking of the *Sea Me Now* in 1993 in the Indian Ocean while attempting a single-handed feat, Clark returned to the Bay area and started from scratch with the rebuilding of the *Molly Milar*. Not discouraged, Clark again moved forward to achieve his personal goal of completing a single-handed circumnavigation with nothing more on hand than his small social security income (\$700/mo.), his clarinet (provided by Selmer Instruments), and a few items of nautical boat gear.

With a warm and friendly cross section of friends and sponsors supporting his goal, Clark completed his 44' sloop *Molly Milar* for his planned departure from Ft. Lauderdale in Dec. of 1999. For 14 months Capt. Clark and Mickey, his precious West



David Clark and best friend "Mickey"

sailed past the Bahamas, Panama, the Galapagos Islands, Tahiti, Samoa, Papua New Guinea, Australia and Mauritius to South Africa where the voyage ends in Saldanha, East Africa with only one long leg left of 7,000 nautical miles. Clark left Cape Town for Fort Lauderdale, but 140 NM from Cape Town, Clark encountered a severe gale and became aware that he was rapidly taking on water that his pumps were unable to handle. The *Molly Milar* sank but David Clark was rescued by a container ship headed for East London, Africa.

The future for Clark has been obscured by the lack of funds to

replace *Molly Miliar* and to equip her properly for the final leg from Africa to Florida. His own strength and determination lead the efforts being made by a dedicated group of supporters on both sides of the Atlantic Ocean. From all recent reports, Clark has acquired a 34' steel hull sloop but needs \$30,000.00 for sails and critical electronic equipment. Lynda Clark reports that some of this equipment will be sent DHL directly to Cape Town. As this Journal goes to press Clark's ETA Florida is no later than July 1st, 2001.

We'll keep you posted as we learn more of his progress and plans.

New Port Captain Larry Thomson, for Lake Champlain

JSSI sailors and cruisers, please extend a warm welcome to Larry Thomson of Richmond, Vermont, who has volunteered to serve as Port Captain for the Lake Champlain waterway. This large, scenic, and deep cruising area is storied for its famous naval battles, and is a popular cruising ground today. If you sail there, stop in and see Larry. In the meantime, here is a little information about his area and sailing around those parts:

"When I do get out on Lake Champlain, I am most likely to be cruising in the central part of the Lake, from Malletts Bay (north of Burlington) down to the Kingsland Bay, VT -Split Rock Point (New York) area. When I am sailing I usually monitor channels 9 and 16 simultaneously. My boat's name is *Festina Lente*, which means "Make haste slowly" in Latin. *Festina Lente* is a Capri 18.

JSSI members can reach me at home in the following ways:

Larry Thomson
P.O. Box 45
Richmond, VT. 05477
(802)-434-3454
bumpa@together.net

At work I can be reached by phone at: (802)-241-1000, and ask the

Operator to page me. My Fax at work is: (802)-241-3001, and my e-mail address at work is: lthomson@ddmhs.state.vt.us

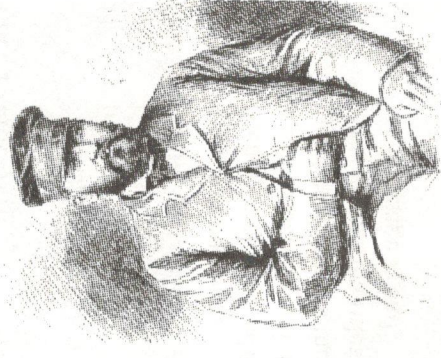
Richmond Vt. Is about 20 minutes away from Burlington (which is on the Lake, so it will be easy for me to meet a Slocum member on the waterfront in Burlington harbor or other anchorages close by.

*Fair Winds,
Larry Thomson'*

Why You Should Volunteer to be a Port Captain: A Plea Revisited

In the course of putting together this newsletter, Commodore Ted Jones asked me to write (once again) an invitation to JSSI members to become Port Captains, and to stress the personal rewards (of a non-tangible nature, obviously) of being a Port Captain. There are also benefits to the Society; as Commodore Jones has pointed out, at one time, Port Captains actually supplied the Society with reports of the comings and goings (and other humorous anecdotes) of Slocum Society members, which made great reading, kept the Slocum Society worldwide "community" of vagabonds together (informationally as well as spiritually), and of course was a magnificent repository of seagoing gossip.

Times have changed; it seems that there are fewer seagoing vagabonds than in the heady years of the 1960's and 70's; more folks are hustling the dollar than setting out in search of Life's True Meaning and as Masefield described it, "The Gull's Way". Still, we have folks like Peter Kittell left (precious few of his ilk, sad to say) who still seek the Grail. Times have changed, society has changed, and Our society has changed. Nevertheless, sailing and voyaging is timeless, as is the human need for comfort and companionship, such



as may be provided by a JSSI Port Captain to a fellow Society member coming into port after a long passage.

Our friends in the Slocum Spray Society (UK), with their characteristic charming use of the language, published an entreaty some time back, inviting their members to volunteer to participate in their Port Officer Program, which is of course the same as our Port Captains program. It speaks more eloquently than I; herewith I have reproduced some of it:

“STILL WANTED: more volunteer members...to step forward and assume responsibility for lending help, friendship and hospitality to other members who are visiting their port. Small boat voyages are sometimes long, arduous and stressful events, and the prospect of a friendly welcome, advice, and assistance in a strange port is a considerable relief at those times. A friendly, fellow-member waiting at the dock to take ropes, point out showers, marina rules, etc. could be the best way for a long passage to end.

All duties are voluntary, not mandatory. The duties vary from port to port, and depend on the resources of the port officer, and how he or she sees their role. The port officer is not expected, however, to assume any financial responsibilities or liability on behalf of the visiting member, and their position does not imply any financial or other liability.... This does not mean That a port officer should not feel free to buy an exhausted sailor a hot meal or show them other hospitality. A port officer might have an Esky with some refreshments, or drive the visitor to the nearest laundrette, organize with the yacht club to hold the key to their showers overnight And of course information about shopping facilities, post office, diesel mechanic or electronics repairs, and other matters comes automatically on request. What's most important is that there is someone right there, right at the time these things are most important.”

Mike Martel

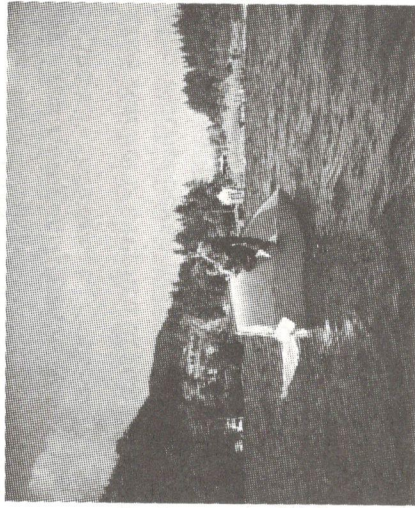
Orcas Island Junior Race a Complete Success

The first Junior Race event on the West Coast of State of Washington was a “complete success” according to Janet Acker, organizer of the race.

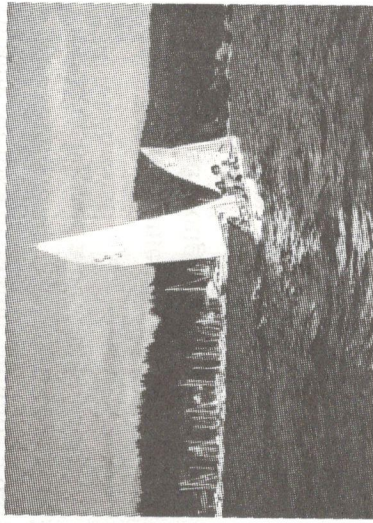
October 1st, 2000 marked the second annual Jarecki Cup, the first even sponsored by the JSSI.

The third Jarecki Cup races will occur again in Sept./Oct. Of 2001, again sponsored by your Society. Pictures of the plaques given last year can be seen in Signal #84. Janet Acker was kind enough to send us the beautiful scenes of Orcas Island with the Junior sailors in action.

Commodore Jones says “if all goes well (membership receipts up to level) we will do one “keeper” trophy again.



Above: Capsize & DNF. Below: Heading for the Finish.



Skippers Meeting with plaque donated by JSSI

The Story of The Spray Replica Miss Rachel

By Fred Ebinger, Ipswich, MA

Miss Rachel is a replica of Joshua Slocum's *Spray*. Construction of *Miss Rachel* began in 1955 by a man named Ken "Mac" MacArthur, then of Rowley, Massachusetts. Ken was an active merchant seaman, so a lengthy construction project was at hand. Mac built the hull and deck from locally harvested oak and pine. The squared timbers for spars came from downeast and were hewn on site. The most basic of hand tools were utilized. He had a table saw, band saw and, eventually, an electric drill and circular saw. Most of the power was Mac's own steam. In winter months or when Mac was "on the beach" he was engaged in making and hand sewing the three heavy canvas sails, making the blocks for all the rigging, or for a diversion, building a museum-quality ship model of a brig. Some winters he rode his three-speed Schwinn bike to Florida or hopped a freight train west.

I first saw the framed up and partially planked boat when I was six years old and thought it must have been a wrecked pirate ship or something. That remained as an unsolved mystery to me until I saw the nearly completed hull again and got re-acquainted with Mac when I was eighteen years old. I formed a friendship with Mac and learned the story of the *Spray*, as well as many other colorful stories. I knew then that I must build my own. Over the next seven years, my enchantment and knowledge of the *Spray* and other traditional sailing vessels grew, and became a way of life.

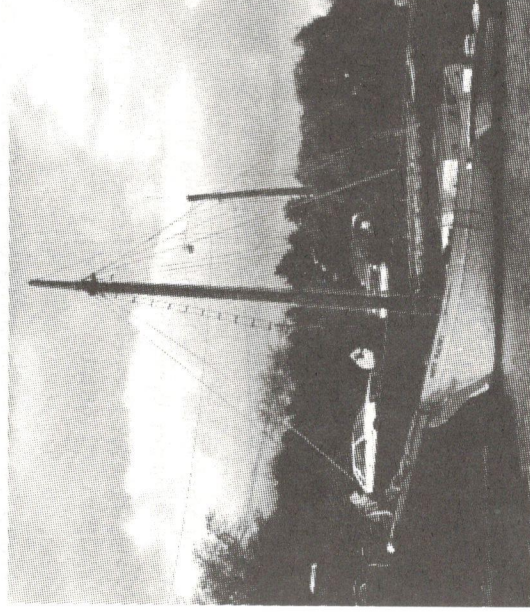
Due to the long outdoor construction project, the then floatable hull was beginning to rot. Mac was in his late seventies and he gave up. I bought the boat and all the gear that Mac had made and procured for the boat. I then built a cradle under the boat on the edge of the Rowley marsh, but unfortunately, the nearest water was a tiny creek about 300 yards away. With one or two good friends, I laid planks on the marsh and we rolled the boat to water for the

first time. The then (old) new boat was floated out of the creek, down the Rowley River to Ipswich, up the Eagle Hill River, where I lived, and hauled her out, as the fall season was at hand.

She was hauled out the same way that she was launched. I went backwards for a couple of years, chopping out and replacing the rotten fore deck planks and beams, mast partners, deck houses, and some planks on the hull and transom. The next year I tried to finish and re-launch. I installed an engine, which turned out to be faulty, stepped the mast and bowsprit, rigged and re-launched in 1982.

She was named then *Miss Rachel* after my first niece. The Miss

Rachel's first sea trial was informative to say the least, as I had never sailed anything close the size of this boat. It was determined that about 8000 lbs. of ballast would help, which it very much did. The next year I had a professional install a new diesel



"Miss Rachel" in 1984

engine and some accommodations in the cabin. She then had a somewhat productive life for another season until I bought, with a partner, the Green's Point Boatyard in Ipswich. The plan, or dream, was to retire to the boatyard and sail in the winter and summer, hauling and launching boats spring and fall. The boatyard actually became my "hobby" due to the attention it required, and the *Miss Rachel* suffered on the back burner. Several boat builders worked on her off and on for the next six years during another major refit, this time a whole new deck and enlarged cabin, new

tanks, plumbing, electric and many other improvements were made. She had become the "Good Ship Neversail" much to Mac's disgust, and I almost gave up as Mac had done.

She was again re-launched in 1995, coincidentally, the year Mac died and also the centennial anniversary of Slocum's departure for his circumnavigation. In the successive years Miss Rachel has carried family and friends on interesting day sails, annual vacations and a five-month trip to the Bahamas. She likes attention but is a very accommodating boat that takes good care of her crew. Miss Rachel can be seen in the video, "Joshua Slocum: New World Columbus" (See related story). The boat is for sale; contact Fred Ebinger c/o Greenpoint Boatyard, Green Point Road, Ipswich, MA 01938.

Editor's Note: It's a small world, isn't it? In the autumn of 1984, My family and I were living in Newburyport, Massachusetts, and decided to take a Saturday canoe trip down the Ipswich River. I brought my camera. Among other things, I photographed a remarkable-looking boat at the dockside in Ipswich - "Looks like Joshua Slocum's SPRAY!" I commented as we paddled past. Now I am editing the SPRAY journal on a snowy Saturday, and reading this article....on a hunch, I go back in my archives of my desk and find, lo and behold, an old Kodachrome slide stamped "Nov. 1984". It's *Miss Rachel*, all right (see photo, page 28) as she looked then. - *Mike Martel*

Tom Abbott: New Boat and New Horizons

Tom Abbott decided this past year to break with his traditional Great Lakes sailing and expand his horizons to the ocean. He purchased a used 43' steel, cutter rigged, center cockpit sailboat. It's full keel with a cutaway forefoot. The boat is 13' on the beam, 35.5 LwL, mast height 57' with a displacement of 34,500#. The hull is multiple chine. The boat was designed by Koopman, and built in 1984 in Holland in the Kline Shipyard. She carries 150 gal. diesel in the keel and 300 gallons of water. She has a 62 HP Volvo Diesel. She has four watertight compartments and watertight door separating the sections. There are two separate water tight anchor

lockers forward under the "V" berth. The top of the lifeline is welded stainless steel tubing. She has workshop with bench, vise, sheet metal bender and shear. Tom has increased storage and has done some painting on the hull. Her name is "Sans Souci" or without trouble, or carefree. It is very solidly constructed and a good riding boat.

He purchased "Sans Souci" in Dana Point, CA after extensive searching on the East and West Coast. Tom took her up the coast starting in September and got to Bodega Bay, CA, north of San Francisco single-handed. When the wind died down in early October he hired a German gal to assist in going nonstop from Bodega Bay to Charleston, Oregon. Prior to "Sans Souci" his sailing was based on the Great Lakes: Michigan, Huron and Superior. "Quite a thrill to sail under the Golden Gate Bridge by myself. Extensive fog going into Charleston. "Sans Souci" has a wind vane not an auto pilot like my previous boat. Most of my trip I was motoring as the wind was either too light or directly on my nose so I had to hand steer her. Learned the hard way about timing required to beach a dinghy in the surf going to San Simeon where I got dumped losing only my glasses fortunately. Also learned that if you are going North on the West Coast in the fall that you have to wait for the winds to stop blowing from the North before you go, it just takes time for it to happen."

Tom is presently in South Bend, IN for the winter and will return to Oregon in March and June where he will pull the boat, raise the waterline, install an auto pilot and new instruments. He plans to sail the San Juan Islands for the summer and fall. Next he's off to Mexico nonstop to gain more experience with offshore sailing, before winter. After that it depends on which way the wind is blowing!



Historical Note: Slocum's Visit to the Royal Canadian Yacht Club

Among the guests of the club during the year was the truly remarkable sailor, Capt. Joshua Slocum, who, at the annual meeting at the town club on Nov. 9th described his amazing single-handed voyage around the world in the yawl *Spray*. Shortly after this Capt. Slocum went to sea on another single-handed voyage, from which he never returned.

(Excerpt from the Annals of the Royal Canadian Yacht Club 1852-1937 for the year 1901).

The following news article was presented to the JSSI by the Royal Canadian Yacht Club taken from *The Globe*, Toronto, Saturday, November 9, 1901:

Around the World Alone

Interesting Narrative by Captain Slocum: Kruger and the Earth's Shape

Captain Joshua Slocum, a Nova Scotian by birth, an American by adoption and a worldwide navigator by way of occupation, lectured in the Conservatory of Music hall last evening, giving an account of a trip around the world alone in the small sailing sloop *Spray*, of thirteen tons. The captain professes no special merits as a lecturer, and indeed his frock coat and stylish collar, fail to quite conceal the traces of the weather-beaten sailor which still characterizes his appearance. The story of his trip, which began from Boston on April 24, 1895 and lasted three years, two months and two days covering 40,000 miles, was told in simple language, embellished at frequent intervals by a homely and at times grim humor. The story was of the most intense interest, and was of almost "creepy" vividness at times when the captain described his encounters with un-

friendly natives and with storms and tidal waves.

During the course of his lecture, Captain Slocum described an interview he had with President Kruger while in Pretoria. Through an interpreter he told the President that he was on a voyage around the world. "Oh, no, not around the world, but in the world" the president interrupted, thus giving voice to the Boers' belief that the world is flat, and thereupon broke off all communication with his visitor.

Commodore Aemillus Jarvis presided and at the conclusion voiced his sentiment of the audience in appreciation of the lecture.

Embroidered Polo Shirts Now Available

Dr. Harvey "Skip" Slocum of the Cayman Islands has graciously contributed an "embroidery CD" which allows the Society to reproduce the polo shirts in brilliant red & white color on the finest cotton material (see photo).

To order send us a fax, or e-mail indicating size and we'll quote a price based on the quantity ordered.



You, too, can acquire youth & yachting glamor with one of these fine shirts!

Items for Slocum Society Members

Official Slocum Burgee.....\$30.00

Gold-braided Snap on Bullion.....\$30.00

Wool Baseball Caps (with sm. bullion)

One size fits all (spec. red, blue or white) \$28.00

Ordering: Simply send check or money order plus list of items
Plus \$5.00 shipping and handling (per total order) to
 Secretary June Jones, 15 Codfish Hill Rd. Ext. Bethel, CT 06801

Joshua Slocum Society International

Dues Schedule

All memberships - \$30 Annually (US Funds)
 Renewals are payable on the anniversary of the first day of the
 month of joining.

Gulf 32 for Sale

Tom Abbott has his original sailboat, a Gulf 32 built in 1985 by Capital Yachts who built the Newport, up for sale. It is cutter rigged, aft cockpit, carries a dingy on stern davits, and is a pilot house. It is located in St. Joseph, MI on the lower end of Lake Michigan. Has full sailing instruments. Stay sail and jib are on furlers, and main is on Dutchman, flaking system. Fiberglass hull, full keel, keel hung rudder. 32' loa, 10' beam, 5'6" draft, and 15,000# displacement. Has a very extensive, modern computer controlled electrical system: twin alternators, 180 amp feeds the 740 main battery bank and a 70 amp feeds the 185 engine battery. 2000 Watt Heart Interface inverter, 100 amp charger and Link 20R two battery monitor. 90 gallons of water and diesel. 32 HP Universal Medalist diesel. Tom has sailed her extensively on Lake Michigan, Huron, and one summer on Superior. She is rigged for single-handling and most of his trips have been by himself without trouble. The pilot house is nice as you can steer inside and with the galley on the same level, you can safely prepare food while sailing or motoring as there is full visibility. Asking \$42,000.00. E-mail: taaabbottjr@excelonline.com.

JSSI GIFT LOCKER

All Items Listed Price Plus Shipping & Handling

New Slocum Documentary Video

By writer/producer Peter Rowe.....\$25.00

Books

“Sailing Alone Around the World” by Joshua Slocum.....\$14.95

“The Voyages of Joshua Slocum” by Walter Teller.....\$29.95

“Captain Slocum’s Life Before & After the Spray” by Myra Lopes.....\$9.95

“Captain Joshua Slocum: A Centennial Tribute” (simplified version of Slocum’s autobiography of his voyage. All nautical terms have been defined. Written in larger print for easier reading for all ages.) by Myra Lopes.....\$33.00

“The Ultimate Cruising Boat” by Bruce Roberts-Goodson.....\$29.95

Model Kit

BlueJacket Ship Crafters/The Laughing Whale “Spray” model designed by C. Black.....\$105.00

MEMBERSHIP APPLICATION

Name(s): _____

Address: _____

City: _____ State: _____

Zip/Postal Code: _____ Country: _____

Amateur Radio Call Sign: _____

Telephone: _____ Fax: _____

E-mail: _____ Name of Boat: _____

Type of Rig: _____

LOA: _____ LWL: _____

Dues are for annual membership, payable in US funds. Please make check or money order payable to the Joshua Slocum Society International.

Membership Fee: \$30 per annum.

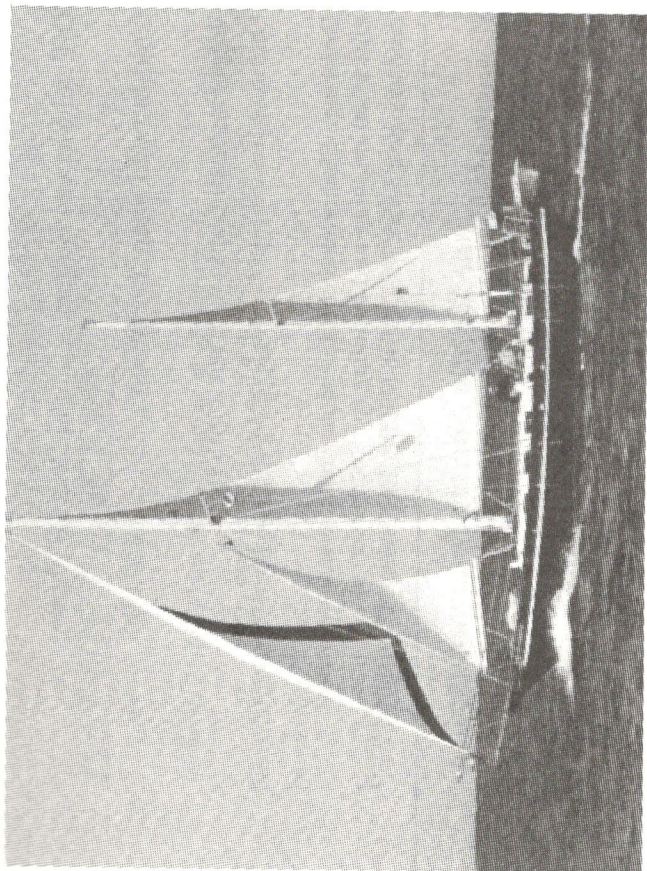
Please list Trans-Oceanic Passages or Extended Cruises:

Please mail this application with payment to:

Donn Slocum, Vice Commodore

15 Grooms Point Drive, Clifton Park, NY 12065

Tel. (518) 371-4270; e-mail dslocum@nycap.rr.com.



For Sale

Slocum Society Award Winning "Spray" - 2000 N.M. range on Gardiner 3LW Diesel engine - 6 Berths - 4 Cabins - 6 Sails - Excellent Live Aboard - Has Panama certif. - Rigged for Single Handed sailing. \$120,000 US Funds. Write for inventory and photos. Peter Norman. 8920 - 187th St, Surrey, BC V4N 3N4

JOSHUA SLOCUM SOCIETY INT'L

PORT CAPTAINS

LAST NAME	FIRST NAME	ADDRESS	CITY	STATE	ZIP/POSTAL	COUNTRY	TERRITORY	E-MAIL	PHONE
Abbot	Thomas & Sara	22116 Silver Spring Dr.	South Bend	IN	46628	USA	Lake Michigan		219-272-2251
Aminos	Charalambos	5 Aghiou Gerassimou St.	Glyfada/Hellias		166-75	Greece	Greece		4284126 - 4520084
Brady	Sheldon	1739 Ala Moana Blvd.	Honolulu	HI	96815-1467	USA	Hawaii		808-946-1357
Broderick	Walt & Helen	1614 Montague St. NW	Washington	D.C.	20011	USA	Washington DC		202-726-6516
Cahill	James J	Ellison St.	Castlebar	Co. Mayo		Ireland	WC Ireland	soir_cahill@compuserve.com	094-25500 094-25511
Dickason	Peter Alstair	24 Townhead Creek	Taurange			New Zealand	N. Island		
Dothe	Frank & Stephanie	P.O. Box 122	Merritt	NC	28556	USA	Pamlico/CW		919-745-7320
Ebinger	Fred	Greenpoint Boat Yard	Ipswich	MA	01938	USA	Ipswich		
Gelinas	Yves	316 Girouardo Ave.	OKA QC		JON 1E0	Canada	Quebec	capehorn@compuserve.com	450 479 6314
Gordge	Stan	Roggebai 8012	Cape Town			R.S.A.	Cape Town		27-21-5318011
Gracia	Robert	20 Fort St.	Fairhaven	MA	02719	USA	Fairhaven MA		
Hadley	Sally & Michael	Caixa Postal 1	Porto da Nazare		2450-075	Portugal	Nazare'	celtmarne@clix.pt	00351-262552659
Hanks	David L.	3946 Beach Drive SE	St. Petersburg	FL	33705	USA	Tampa Bay	aquaplamer@aol.com	727-820-0016
Haycock	Carl R.	P.O. Box 1262	Westport	NS	BOV 1H0	Canada	Brier Island	bioscarf@tartannet.ns.ca	902-839-2960
David Johnston		105 Turnstone Court Box 6604	Hurtisville	AL	35824	USA	Tenn. River	djjohnst@traveler.com	256-461-0035
Kahabka	William P.	701 Alder Ave.	Delavan	WI	53115	USA	Lake Michigan		414-728-0620
Kasten	Phil & Dee	4230 Baird St.	Sarasota	FL	34232	USA	Sarasota, FL	deekasten@juno.com	941-378-2064
Lawrence	Fred & Margrit		St. Margaret Village	NS	BOC 1R0	Canada	Nova Scotia		
Louis IV, MD	Louis Benson	6630 S.W. 29 Street	Miami	FL	33155	USA	Miami, FL	louis@gate.net	305-613-1642
MacMillan	Ron & Joyce	P.O. Box 21-897	Henderson	Auckland		NZ	S. Island NZ		
Martel	Michael & Denise	16 Birchwood Dr.	Bristol	RI	02809	USA	Narr. Bay	rmmc@loa.com	401-254-1473
Neison	Michael	23 Octavia St.	San Rafael	CA	94901-4976	USA	San Francisco Bay		415-456-2022
Rothschild	Ed	698 King St. #G	Bronx	NY	10464	USA	City Island, NY	DoctorEdRoth@aol.com	718-885-1377
Shane	Roger	7173 Norfolk Rd.	Berkeley	CA		USA	Berkeley		518-371-4270
Shea	Phil	12 Cliff Street	Marblehead	MA	02146	USA	Cape Ann	brierphil@aol.com	781-631-1587
Slocum	Donn	15 Grooms Point Dr.	Clifton Park	NY	12065	USA	Albany, NY	dslocum@nycap.rr.com	518-371-4270
Spengler	Art	RR 1 350B	Vineyard Haven	MA	02568	USA	Martha's Vyd	cwspengler@capecod.net	508-693-1063
Thomson	Larry	P.O. Box 45	Richmond	VT	5477	USA	Lake Champlain	bump@together.net	(802)-434-3454
Trumble	Tony	P.O. Box 278	Geeveston	Tasmania	7116	Australia	Tasmania	catweasal@primus.com.au	
Tucker	Bob	c/o Robertson's of Woodbridge	Lime Kiln Quay	Suffolk	1P12 1BD	England	England		
Wann	Steven C.	107 Copse Way	Williamsburg	VA	23185	USA	Chespeke Bay	sailsw@erols.com	757-229-7754
Welles	Walt	Camus Doran, Isle Ormsay		Isle of Skye	IV43 8QX	Scotland	Isle of Skye		

Joshua Slocum Society International

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South Bend IN 46628
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6909
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Yeddah
SAUDI ARABIA
BARAKA-4

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PYTHEAS

Tania Aebi
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Corinth VT 05039
IARUNA

Alex M. Agnew
18 Danforth Street
Portland ME 04101

Joseph & Patricia Angerami
P.O. Box 1458
Olivebridge NY 12461

Charalambos Anninos
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Street, Glyfada/Hellas 166-
75 Greece

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P.O.B. 1011
Manomet MA 02345

Tony Armit
c/o Walvis Bay Yacht Club
P.O. Box 851, Walvis Bay
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DONATO POLO

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West Yarmouth MA
02673-1843

Edwin & Mary W. Arnold
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Federal Way WA 98023
NOMAD

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PSC 824, Box 869
FPO AE 09623

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32 26th Ave.
Venice CA 90291

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ATOM

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Titusville FL 32780
CREOLE BELLE

Hannah R. Beecher
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West Tisbury MA 02575

Judson Berry
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Astoria NY 11103

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120 High Street
Coves, Isle of Wight
PO31 7AX UK

Robin Bishop
Riverside, Bosham Lane
Bosham West Sussex
PO18 8HP UK

Donald M. Block
14820 Mulholland Dr.
Los Angeles CA 90077

Edward M. Block
1300 Tropical St.
Key West FL 33040-3445

Edward G. Boden
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Merritt NC 28556
KITTYWAKE

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1858 2 W Pleasant St.
Fall River MA 02723

V. B. Boeskevy
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Sharon CT 06069

Robert Bradley
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Mid Glamorgan CF32 9UA
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Sheldon L. Brady
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Honolulu, HI 96815-1467

Claus-Dieter Brandt
Hennigsdorfer Strasse 15D
13503 Berlin, GERMANY
HEDDY

Alba H. Briggs, Proprietor
North Lubec Road
RR2, Box 5370
Lubec ME 04652

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