

Breadfruit trees dying

By Byron Baker
Star-Bulletin Correspondent

PONAPE, Eastern Caroline Islands—"Without breadfruit, life on an atoll would be pretty bleak," said Jim Zaiger, Trust Territory plant pathologist.

He was talking about what may be one of the gravest threats to the welfare of the people of the central Pacific that has yet appeared.

On several islands, widely scattered across the middle Pacific, breadfruit trees are dying.

The tall, green trees, whose deep-notched leaves grow as long as two feet, suddenly wilt and drop leaves from their topmost branches. The dieback sweeps downward, frequently killing the tree to its roots within a few weeks.

In Namorik atoll in the Marshall Islands, more than 2,000 trees are dead. Another 2,000 are dying.

Only 10 percent of the atoll's once-healthy breadfruit are still producing.

They have been hit by a mysterious epidemic whose nature Trust Territory plant experts have not yet been able to determine.

The disease has killed most of the trees on Guam,

hundreds of miles away from Namorik. It is downing trees in Saipan, like Guam, in the Marianas Islands.

There are diseased trees on several islands in the great Truk lagoon, the home of some 10,000 Micronesians.

The disease is thought to have penetrated Truk's widely scattered Mortlock Islands.

Pingelap in Ponape District; Kili and Ebon atolls in the Marshall Islands. American Samoa and apparently, Tarawa in the Gilbert Islands, have also been hit by the disease.

Could be major disaster

If Namorik's experience is repeated in all the other affected areas, the epidemic will be a major disaster, for breadfruit is literally the staff of life in the islands.

Breadfruit is food. It can be baked, boiled or fried. It can be pounded to a thick yellowish patty and used the next day or next week.

Trukese use it as the staple of their diet, storing it through the long months when trees do not bear.

It is the main source of timber for the light, slender canoes which islanders use for fishing.

Atoll children gather fallen breadfruit leaves each day for use in lighting fires.

Bits of breadfruit wood become woodcarvings which are sold as handicrafts on Guam and on Kwajalein.

Dishes, bowls, coconut graters and boat bailers are made from breadfruit wood.

The omnipresent breadfruit is as important to life in the islands as the buffalo once was to the plains Indian of

on Trust

the American west.

Yet nobody knows what causes the trees to die.

The Trust Territory's plant pathologist Zaiger thinks the disease is "most likely" caused by one of the countless different types of fungi, attacking the trees through their roots. But he doesn't really know.

"We've got some good leads, but that's about as far as it goes," he said this week.

Zaiger is the only plant pathologist serving the scores of American-administered islands of Micronesia.

He has neither the staff nor the budget required to launch the sort of major research effort control the breadfruit disease may require.

Nor, for that matter, would any government the size of the Trust Territory be able to buy the sophisticated laboratory equipment and hire the specialists needed for an effective detection program.

According to Zaiger, what's needed is the help of a college or university which already has both the personnel and research facilities and which would be willing to undertake a co-operative research effort aimed at stamping out the disease.

The University of Hawaii has offered some tentative help. It has sent two plant pathologists to the Trust Territory for a two-week survey trip.

The two men, Dr. Edward E. Trujillo and Dr. Arthur H. McCain, are members of the staff at the University of Hawaii's Agriculture Experiment Station.

"What I'm hoping now is that I can sell these guys on a big enough program to do the job," said Zaiger just be-



Territory island

fore the Hawaii team's arrival.

The need for help, according to Zaiger, is urgent.

Once an island has been hit by the disease in epidemic proportions, the trees don't last long.

Zaiger has observed trees which were completely dead within six weeks after the time they first showed symptoms of being diseased.

Some trees die by halves. One side of a double tree may develop dieback symptoms while the other side continues to grow in seeming good health. But within months the healthy part of the tree also rapidly succumbs.

The disease has its peculiarities. Until recently, it was found only in American-administered islands, a factor which produced considerable speculation.

Now, however, the Gilbert Islands have reported that some 81 percent of 850 trees inspected on the southern end of Tarawa show symptoms similar to those of trees in the Trust Territory.

The disease, on islands where the first tree to be affected has been located, has always started near a dock or landing area and spread rapidly outward.

The physical evidence seems to point to some transmitting agent. Pingeiap atoll in Ponape was the first hit.

Kili, to the east in the Marshalls along a route which parallels transportation courses, was next. Then Namorik and Ebon, both neighbors of Kili.

May have been there for eons

But Zaiger has also noted that the disease may have existed for eons, may be caused by something which is always present, but which requires particular conditions to make it flare into an epidemic.

It usually breaks out after a drought, and the spring of 1966 has been one of the driest on record in many parts of Micronesia.

Whatever the disease is, its course is grimly outlined on those islands it has struck.

Breadfruit trees tend to grow separately, in the midst of the thick jungle foliage. Where the disease has been, the great trees, standing taller than the surrounding foliage, are gaunt gray reminders of the precariousness of the balance of nature on the Pacific's small islands.

According to Zaiger, the dying breadfruits are a threat to more than some 90,000 people who live on the land specks of the central Pacific.

He estimates that millions of people around the Pacific basin depend in part on the breadfruit as a source of staple food.

It is more nutritious than rice, which often is not available to islanders who have little money and are not often reached by trading ships.

The Trust Territory, foreseeing that the disease may not be easily conquered, has already advised the people of Namorik to start planting the starchy, elephant-eared taro as an alternate food source.

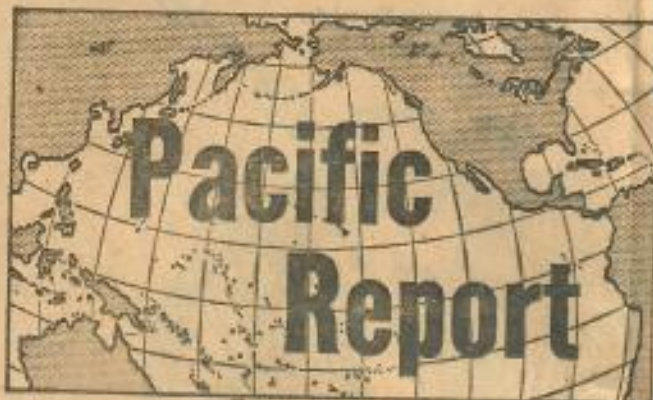
Unless the disease is conquered soon, many island-dwellers may have to follow suit, finding substitutes for the single plant which supplies so many of their needs.



ISLAND MISFORTUNE—The gaunt form of a dead breadfruit tree stands before a Protestant church on Namorik Atoll, Marshall Islands, where 90 per cent of the breadfruit no longer bear. Islanders have been told to plant taro (broad-leafed plants at right of dead tree) as an alternate food source.



DYING TREE—Off to work, an islander passes dying breadfruit tree before his thatched-roof home.



Pacific Report

Papua—New Guinea

The Building Research Station established by the Department of Works at Port Moresby is to conduct tests on the use of local building materials for the construction of low-cost housing.

An inexpensive and easy-to-operate machine is at present being used by an Australian firm to make a building board from wheat straw; similar machines will be brought to the Territory to test manufacture of wall-boards from compressed kunai grass.

A pilot project will be constructed consisting of an office for the Research Station. It will measure 28 feet x 16 feet, and will be chemically treated to ensure durability. The building will be in constant use and under daily surveillance to check efficiency of preservative methods.

The framework will be of treated bamboo, the walls of kipa palm from Kikori, the floor of limbon palm from the Brown River, the building stumps of mangrove trees from Bootless Bay, and the roof of either kunai thatch or cut lengths of bamboo tiles.

Okinawa

The 5,000-ton iron ore carrier, Union Pacific which ran aground off the port of Naha recently, has been written off as a total loss. The 42 persons aboard the Panamanian freighter were rescued.

The freighter, chartered by the Sanwa Trading Company of Japan was en route from Goa, India, to Japan when she encountered rough weather, forcing her to use extra fuel. She was trying to pull into Naha to refuel when she went aground on a reef.

New Zealand

New Zealand is shipping 1,250 tons of mutton to Russia via the Baltic seaports. This is the first mutton Russia has bought from New Zealand since it purchased 13,700 tons from the 1961-62 season's production.

New Zealand mutton has been in strong demand in numerous markets, especially in Japan and Europe. In the first seven months of this year, shipments to Scandinavia and Europe — excluding Britain, totalled 24,000 tons compared with 6,500 tons in the same period last year.

Meat export receipts for the full calendar year are expected to exceed \$200 million for the first time.



Cook Island News

Day Spooks Reported on Mangaia 1964

By EDWIN GOLD

MANGAIA, Cook Islands

— Superstitions die hard even in this jet age and no place do they die harder than in the South Pacific.

Authorities are investigating reports of an apparition seen by a schoolgirl at a recently-completed Aremauka School atop the towering pali.

Mangaia's limestone cliffs duplicate the pails of Ha-waii. Their tops are covered with vegetation and while attractive by daylight, tend to be a little spooky after dark.

The schoolgirl reported seeing the apparition when she tossed a ball into an equipment shed near the school. The ball came bounding as if thrown by someone, according to the girl.

She went into the shed to investigate and retreated in panic-stricken. She maintained she saw a shadowy Cook-period canoe with two paddlers. Others who peered into the shed said they saw something similar but it was then fading from view.

Pupils now are wary of entering the shed.

Japan

According to recent statistics compiled by the Ministry of Education, women teachers are increasing at an annual rate of 16.4 per cent in Japanese high schools. Ministry officials stated that if the present trend continues, the number of women teachers in Japanese primary and junior high schools will soon reach Western levels. As of May 1, there were an estimated 763,400 teachers in primary, junior and high schools in Japan. Of this number, 255,422 were women teachers.

Fiji

South Pacific Sugar Mills Ltd., which runs Fiji's four sugar mills, has put a "own your own home" plan to its workers.

Basis of the scheme is cheap land and low interest finance.

This is how it will work.

The Company has provided 43 acres of land in Lautoka free of charge to the Colony's Housing Authority which will sub-divide the land and build the homes to plans selected by each applicant.

The Company has also arranged a loan from the Sugar Stabilization Fund Board at normal rates of interest. But it will loan this money to the Housing Authority at very low rates of interest—a form of subsidy.

Applicants will pay off the cost of their homes over the years and will then receive titles for homes and sites.

Mr. J. M. Aitken, manager of the Lautoka Mill, said workers were enthusiastic about the scheme.

Trust Territory

Operation of the Trust Territory hotel facilities in Van Camp Sea Food Company engineers are expected to begin engineering studies soon on Moen Island in the Truk District to determine the possibility of establishing a second fish freezer storage facility in the Trust Territory of the Pacific Islands.

The six month lease taken by Van Camp provides for test borings and other engineering studies necessary before actual construction work can be considered.

A 1,200 ton fish storage freezer, ice-making machines, water storage tanks, and office spaces were constructed in Koror, Palau this year as the first site for commercial tuna fishing operations in the Trust Territory.

Six 25 gross ton tuna boats are operating daily from Koror and are reporting catches of two to four tons per boat per day.

TWO FAMOUS CRUISE SHIPS LOST...

"YANKEE"

(The famed brigantine "Yankee" left Nassau, Bahamas, Feb. 10, 1964, bound round the world. She was owned by Yankee Cruises Ltd.; her agent was Captain Mike Burke of Miami. After a six-month voyage through the Caribbean and across half of the Pacific she went upon the reef off Rarotonga, capital of the Cook Islands. Rarotonga's location is 21°12' S. latitude, 159°46' W. longitude.—Ems.)

YANKEE lay bathed in soft light and shadows. She lay on the turn of her bilge and shuddered. A quick groan came from somewhere forward beneath the cabin sole. The rigging ceased its clatter. And the faint gurgle of sea water in the engine room became audible.

It was cold. A northeast breeze swept over the subdued roar on the reef. The night dome of the sky lent only a far-off warmth. The kerosene lantern emitted a squeak as I turned up more wick. It was my first night watch on board since the wreck. To live with a beautiful queen of the seas for nine months and then keep watch over her death is a sad thing, I thought. It is hard to get used to your dying, *Yankee*. Your motion is tormented now. Your calculated ease and grace are gone. The smell of a lost ship grows within you and meets my nostrils in your companionways. Your life raft gently nudges your side on the incoming tide but in answer only feels crash of surf upon your seaward side, and hears the run of water through torn plates.

But so be it, and it is late, and I must write home of the fate you met.

Early on the morning of Thursday, July 23, *Yankee* was riding well to a gentle easterly breeze and calm sea off Avarua, Rarotonga. She was in seven fathoms over a coral bottom. As the morning progressed seas rose beneath a freshening wind, which quickly shifted to the north. With the changing weather, *Yankee's* position became uncomfortable: two hundred yards off a lee shore and reef in rising wind and sea, without her main engines and with only manual power to operate the anchor winch. Against the weight of wind and sea the anchors could not be winched in by hand.

(Continued on page 203)



"Yankee" hard on a reef off Rarotonga and...

"WANDERER"

FROM LAUNCHING 71 years ago she was a ship of dreams, not only to the men who built, owned and sailed her over the decades, but to thousands who knew her only as a beautiful sight gliding along under spreading white sails. Then, suddenly, the dreams were ended. She was a total loss somewhere in the Pacific. The *Wanderer*...

In her home port of San Francisco, word came late on a quiet mid-week night. Newspaper teletypes clattered their accounts with the sparse unemotional precision of machines, but the picture of what had occurred 3,600 miles away was painfully vivid.

Sunday night, Nov. 1. Rain slanted down from a heavy sky across the Pacific. In the wet, spacious, varnish-slick cockpit of the 96' schooner, skipper William King of Honolulu squinted, shading his eyes with a hand as he took bearings on a point of land outlined dimly against the night-blue of sea and sky: the southern tip of Rengiroa, a pearl fishing atoll, part of the Tuamotu archipelago called the "dangerous islands," low-lying, ringed by uncharted reefs and treacherous currents, 150 miles northeast of Tahiti.

The helmsman took his course with a nod, and, gaff-headed sails straining, the old vessel threaded a rolling southerly course designed to leave Rengiroa to port, to shake free into open seas, bound for the Panama Canal.

Then the jolt. A terrifying crunch of keel on deadly coral reef, the sounds of pans and flying books and breaking glass. A moment of surprise before quick, sickening realization. Crew members tumbled topside in the dark, cursing and calling to one another as green water sloshed over floorboards. For a few seconds, chaos, then order. A rubber life raft was inflated, launched. Within 20 minutes all 11 aboard were bobbing near the reef, waiting. Daylight revealed the schooner hard aground in the grotesque list of a mortally stricken ship.

The wires continued. The crew sailed a lifeboat to shore, and a French rescue vessel carried them to Tahiti. In Papeete, skipper King was interviewed. Only his words

(Continued on page 204)



"Wanderer" underway on San Francisco Bay

RIVERS OF THE EASTERN SHORE: Seventeen Maryland Rivers by *Hulbert Footner* (Tidewater Publishers, Cambridge, Maryland, 375 pages, \$5.00). First published in 1944, this is a hard-cover reprint.

ADDENDUM TO "STARBUCK" and "WHALING MASTERS" compiled by *Reginald B. Hegarty* (New Bedford Free Public Library, New Bedford, Mass. 110 pages, \$7.50 plus 25¢ handling). A three section compilation of: 1) Captains' names, dates and/or voyages that were missing in Starbuck, but only for the New Bedford Customs District which includes Dartmouth, New Bedford, Mattapoisett or Rochester, Sippican or Marion, Fairhaven, Wareham and Westport. 2) Captain's first names not found in the book "Whaling Masters," and 3) an index to Starbuck's HISTORY OF THE AMERICAN WHALE FISHERY.

BIRTH OF A WHALESHIP by *Reginald B. Hegarty*, illustrated with photographs and with line drawings by *Milton K. Delano* (New Bedford Free Public Library, New Bedford, Mass. 159 pages, \$10.00).

LANCELOT THE SWORDFISH by *Virginia and Paule Loring* (Maine Profiles, Inc., Rockland, Maine, unpagged, \$2.00). A cartoon story, spiral bound, paper covers.

MISCHIEF IN GREENLAND by *H. W. Tilman* (John de Graff, Inc., 192 pages, Sept. 1964, \$5.00).

MANUAL OF YACHT NAVIGATION by *J. E. Toghill* (Australian Book Center, New Rochelle, N. Y. 172 pages, \$8.50).

THE MERCHANT NAVY AS A CAREER by *Peter Padfield* (B. T. Batsford Ltd., London, Sportshelf, New Rochelle, N. Y., 126 pages, \$4.00).

ONE BY SEA by *Scott Corbett* (Little, Brown & Co., Boston, 182 pages, \$3.75). A sea mystery for the younger set, about 10 to 14 years of age.

YOU AND YOUR BOAT by *George Lesko* (Lothrop, Lee and Shepard Co., Inc., 256 pages, \$3.95).

BLUE WATER CRUISING: From the Aegean to the Caribbean by *Michael Tate* (Temple Press, London; John De Graff, Inc., 1964, 102 pages, \$4.95).

ANCIENT SHIPS by *Cecil Torr* (Argonaut, Inc., Chicago, 1964, 222 pages, \$10.00).

FIGUREHEADS & SHIP CARVINGS AT MYSTIC SEAPORT by *Edouard A. Stackpole* (The Marine Historical Association Inc., Mystic, Conn., 1964, 134 pages, \$4.50). An illustrated, annotated catalog.

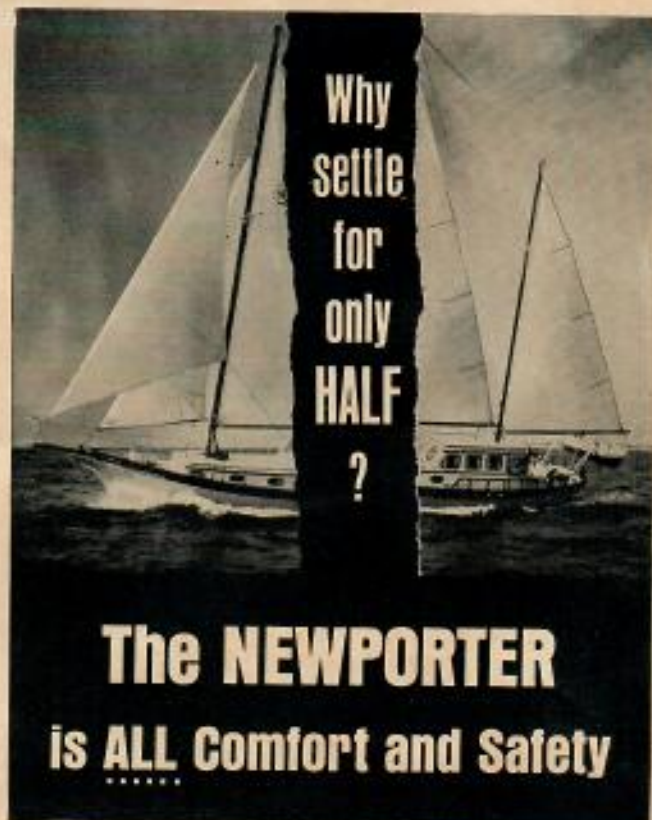
THE ARTLESS YACHTSMAN by *John Davies* (Pelham Books, London; Sportshelf, New Rochelle, N. Y. 108 pages, \$4.25).

THE BOUNTIFUL SEA by *Seabrook Hull* (Prentice-Hall Inc., Englewood Cliffs, N. J., 340 pages, \$6.95).

HOW TO FISH THE PACIFIC COAST by *Ray Cannon* (Lane Book Co., Menlo Park, Calif., Second Edition, 1964, 337 pages, \$5.95).

DREADNOUGHT: A History of the Modern Battleship by *Richard Hough*, introduction by *C. S. Forester* (The Macmillan Co., 1964, 267 pages, \$14.95).

THE SAILFISH: SWASHBUCKLER OF THE OPEN SEAS by *Jim Bob Tinsley* (University of Florida Press, Gainesville, 1964, Deluxe edition, \$15.00; Regular edition, 216 pages, \$10.00).



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Pop decided to remain on deck, not wanting to be below while *Yankee* was taking such pounding blows, so he stood by the wheel beneath the main boom and held to the gal-lows and watched as the light of eerie red hand flares played about the deck and in the surf. Messages were sent by our signal lamp through the darkness toward Avarua. Lights ashore went on once and then blinked out.

Jaydee volunteered to go over the reef and try to get the two small government tugs, or four twelve volt batteries. *Yankee* was not yet firmly on the reef. The port anchor was still holding. With the aid of the small tugs or batteries *Yankee* could be gotten off. The life raft was put over attached to a two-inch manila hawser. Astern the surf flipped the raft and for a moment in the dark turmoil Jaydee lost its safety. Soon he was hurrying through the shallow water to shore.

After trying to winch *Yankee* out manually and failing there was nothing to do but wait. Slowly the anchor slipped and slowly *Yankee* moved up the reef. The terrific jarring as we were lifted and dropped again and again constantly moved forward and worsened. Amazingly enough, the rigging held.

With first grey in the east a group of men waded to the edge of the surf astern of us. They gestured and we looked and saw that *Yankee's* heavy rudder had been torn away. One of those who struggled aboard via a line through the surf was the captain of *Tagua*, a new inner island freighter in port here. His vessel could not give us any help until 1030 because she was presently filled with cyanide gas used for fumigation. Four 12-v. batteries were not available. No one could be found to run the government tugs. The tide was soon to begin its ebb. *Yankee* was doomed to continue pounding her way up the reef, but taking on little water. She was a stout ship. Her inside concrete ballast and double-plated 3/4" steel bottom are hard to penetrate.

At 0810 one fluke broke off the port anchor and with a large wave shooting spray 60 feet up the mast, *Yankee* was lifted and swung broadside to reef and sea. Her decks suddenly heeled to 30°. It is in this position that she remained: 60 feet from the reef's edge—a beautiful vessel in which the tide rises and falls.

In the lee that *Yankee* then afforded, Mary, Pop and Mert were helped safely ashore. Then there was little else to do but sit in the charthouse braced against the heavy blows of the surf, smoke a dry cigarette and watch the light rain falling into spray filled air. One wondered if this was to be *Yankee's* final resting place. Three other wrecks can be seen from *Yankee's* charthouse. They are of many and never has a vessel been refloated from the Rarotongan reef.

"WANDERER"

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were quoted. There was no attempt nor really any need to try to describe the expression of pain which must have lined his face.

"My mistake in trying to go around Rengiroa Island in the dark destroyed the *Wanderer*," he told newsmen bitterly. More developments. Omer Darr, the schooner's charterer and usual skipper (also a former part-owner) arrived. A boat ferried him out to survey the wreckage. He returned hours later.

United Press International reported "There were tears in his eyes when he told the crowd waiting at Papeete that 'She's a total loss'..."

Once, long before actor Sterling Hayden bought her following World War II, before he renamed her *Wanderer*, before he sold her to a Seattle man, before he bought her back and sailed her to fame in a court-banned voyage to Tahiti with his children, and before he sold her one final time, her name was the *Gracie S.* From the start she seldom did the predictable.

Named for a niece of her original owner, the late sugar baron Claus Spreckels, she was launched on San Francisco



HERE'S THE SPORTY NEW SKIPJACK

The U.S. Naval Academy at Annapolis has selected the brand new SKIPJACK for their sailing program. The SKIPJACK was chosen after extensive sailing tests against the other comparable size popular boats, and it's easy to see why. The SKIPJACK is a high performance 14'7" planing dinghy, with a 5'3" beam, weighing 300 lbs. Sloop rigged with 125 square feet of sail, she goes well to weather and planes easily. The floor of her large and comfortable

cockpit is built above the waterline, making her completely self-bailing and allowing the unique open fore-deck design. Now it's easy to go forward to pick up a mooring or dock or hoist sail. All fiberglass construction, aluminum spars, foam flotation in the hull and mast make the SKIPJACK unsinkable. She was named after a fish that "frolics on the surface of the water." Sound like fun? Write for a brochure about the sporty new SKIPJACK.



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"YANKEE"

(Continued from page 202)

With the newly acquired 500w auxiliary generator, Captain Derek Lumbers had every right to expect a battery charge by 1800 adequate to start the two 55 hp. GM diesels. The generator had been charging almost continually for the past day and a half. (When we reached Rarotonga both of Yankee's three kilowatt auxiliary generators were out of repair. We had been generating with main engines alone for approximately two weeks. Off Avarua the day our Canadian engineer left, the batteries were found to have lost their charge abnormally fast and so Yankee was left without enough power to start her diesels and without any charging capabilities. The 500w generator was all that was available to Captain Derek on Rarotonga.) Both anchors were out, each with 30 fathoms of extra heavy three-inch chain. There seemed no reason for undue anxiety. Everything that could be done had been done. Yankee continued to ride well throughout the rest of the day.

After spending the afternoon and evening ashore I returned to Yankee at 2200 hours. The seas had begun to curl and foam across the break in the reef, and it was a wet trip into the norther to reach our offshore anchorage. The sea had become rough enough by this time for Captain Derek to consider it unsafe to run the midnight launch. But for a few fast-moving clouds, the sky remained clear and starry. Astern the surf could be heard heavy on the reef.

Throughout the latter part of the afternoon the generator had acted up. The batteries were still too low to start the diesels. Derek and his first mate, Paul Cook, continued to nurse it along until 0200 Friday. The captain then reminded Paul of Yankee's dangerous position and went below. Paul remained on anchor watch.

Five crew were aboard, all but the Jamaican galley boy,

Mary Waterson, Chester Pharo ('Pop') and Mert Olin were the only full passengers. The rest of Yankee's complement had not been aboard for nearly a week; having left after charging the cook with threatening their lives. The Canadian engineer was also ashore; he no longer considered himself to be a member of the crew.

At 0100 I had come topsides. The air below was oppressive. On deck the closeness was gone and our Dacron fisherman made a good mattress, and soon I was asleep. I was not too apprehensive about going up on the reef. I thought our two extra heavy cables and anchors would hold us against the 18-knot wind and six- to seven-foot sea.

I was wrong. At 0410 Friday there was the abrupt jerk and sound of what we thought to be the parting of the starboard cable. Although we did not know it at the time, the starboard cable was still intact. Instead, both flukes had broken off of the starboard anchor. The order "All hands on deck" went below. Yankee's motion of meeting wind and sea had changed. We were swiftly dragging down upon the reef. The flukes of the high tensile steel port anchor held as they ploughed a channel through the coral. Luckily we were going on the reef stern first, a far safer way than had she been flung broadside in the deeper water fringing the reef.

The touch of Yankee's rudder on the reef became jarring blows. Captain Derek ordered flares lit and life jackets brought up and the two launches trailing astern brought alongside. Jaydee Jones, ship's cook, secured the first launch alongside to starboard; the heavy surf quickly jerked the sampson post out of her bow and she was gone. The other launch, a modified Gloucester dory, was almost thrown on deck as she rode a crest. Derek told Jaydee to secure her where she was. Within a minute, its 5/8" manila painter had parted and our second launch was swept upon the reef.

Mary, Pop and Mert were asked to go below because of the danger of the topmasts or other rigging breaking loose.

KAYOT WINDWARD



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M. M. Christopherson,
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WITH THE RACING CLASSES

(Continued from page 48)

of the FD junior sailing program, has sailed an FD single-handed from a trapeze while on a plane. Talk about daring young men.

Lightning Worlds Plans

The Lightning Class is deep in plans for its next world championship at Naples, Italy, Sept. 11-18, 1965. One plane has been chartered from Pan American Airways to take U.S. sailors and officials there, similar to the junket to Lima, Peru, in 1963, and response has been so good that there may be enough for a second one.

Pick a Winner

In the baseball world, there has been a continuing rhu-barb over whether fans or players should vote for the all-star team, but there is no such problem in sailing. Everyone can vote for the outstanding man and woman sailors of the year. Martini & Rossi, which conducts similar contests in such sports as tennis and horse shows, has one for sailing. Ballots will appear in this magazine later in the year, with no restrictions on the voting. With the new competitive season soon to be upon us, it is time to start thinking about possible candidates in your area. It should make for extra interest during the season to watch the results of regattas reported in *YACHTING* with an eye to picking out outstanding performers, gauging how your local stars stack up against hotshots from other areas. Loyal supporters putting on a campaign can sometimes bring to a deserving winner the attention he might miss otherwise. Keep an eye out for consistent performers.

Notes From the Classes

The 20th Thistle National Championship Regatta will be held Aug. 23-27 at the Milford (Conn.) YC with Fleet 32 as host. . . . National Rebel Class Assn. commodores for 1965 are: John Geare, Deep Creek YC, Oakland, Md., District I (East Coast); Jack Evans, Toledo SC, Toledo, Ohio, District II (Ohio, Indiana, northern Kentucky); Victor Rowe, Baw Beese SC, Hillsdale, Mich., District III (Michigan, Wisconsin, Minnesota); Phil Phelps, Crab Orchard Lake SC, Carbondale, Ill., District IV (Illinois); John Mann, Corinthian SC, Dallas, Tex., District V (southern and western states).

The growth of the Thunderbird Class is noted with fleets in Seattle and Tacoma, Wash., San Francisco and Los Angeles, Calif., and Boston, Mass. Canadian fleets include Victoria, Vancouver, Ottawa and Toronto, and there is an active organization in Sydney, Australia, with a new one forming in New Zealand. . . . The 1965 National Day Sailer Championship Races will be held Aug. 13-15 at Quincy, Mass., by Boston Harbor Fleet 30, co-sponsored by Wollaston YC and Squantum YC.

August Hook of Indianapolis, Ind., was elected to an unprecedented second term as commodore of the Snipe Class International Racing Assn., as were the other members of the board. They are: Basil Kelly, Nassau, vice comm.; John Wolcott, Fairfield, Conn., rear comm.; Birney Mills, Akron, Ohio, sec.-treas.; Ted Wells, Wichita, Kans., chairman, rules committee; Dr. Angel Riveras, Madrid, Spain, secretary general for Europe; Svend Rantil, Helsingborg, Sweden, secretary general for Northern Europe; Vieri Lasinio, Genoa-Quarto, Italy, secretary general for Southern Europe; Fernando Aldecora, Buenos Aires, Argentina, secretary general of Western Hemisphere. There are now 594 member fleets in the U.S. and foreign countries.

Entries for the English Speaking Union Cup for Dragons, to be held in Bermuda May 10, and the Bermuda Dragon

Bay in 1893 at the old Union Iron Works, now Bethlehem Steel's shipbuilding division. Designed to ply the South Seas as a cargo carrier, she was 96' on deck, but from bowsprit to the tip of her long overhanging main boom she was 150'.

As a cargo carrier she was a failure. More charitably, an anachronism. Even before completion she was already outmoded by larger, steam-aided sailing vessels, and at the turn of the century, after a voyage to South America and to Hawaii, she was sold to the San Francisco Bay Bar Pilots Association.

Relegation to pilot ship status was nothing if not a comedown, and for some 50 years thereafter the boat built to sail oceans ventured no farther seaward than the 11-mile wide sandbar which stretches as a barrier to vessels beyond the Golden Gate Bridge.

In 1946, in poor repair and virtually ignored, she was offered for sale by the Bar Pilots Association. Contemporary boats ended their careers rotting dismally on mud flats dotting the Bay, but *Gracie S.* was saved by the arrival in San Francisco of a tall young actor. At 30, Sterling Hayden, 6'4", 220 pounds, an ex-Marine captain assigned by the OSS to Yugoslavia in World War II, had six years of movie-making and 15 years of top-notch sailing experience behind him. Whether she was a bargain at \$7,000 was a matter of conjecture, but in her Hayden saw the incarnation of London's sea tales, and a romantic escape from his Hollywood drudgery. He resold her once but in 1956 he bought her back with the resolve to invest whatever cash necessary to make her beautiful. The metamorphosis was astounding. In 1958 she was hauled out in a Sausalito shipyard, where new topmasts, spreaders, an extended bowsprit, a long graceful monkey rail about her stern, and new rigging were added, among hundreds of other improvements. For the *Wanderer*, nee *Gracie S.*, was about to become a movie starlet for the filming of "Wolf Larsen" (an Allied Artists production based on "The Sea Wolf").

Upon her return to the Bay, a civic group worked hard to raise \$50,000 (\$25,000 purchase price and another \$25,000 for maintenance) to buy her as a sea training school for San Francisco youngsters, but the project eventually failed. Then, in January, 1959, *Wanderer* became the vehicle of an internationally publicized dispute.

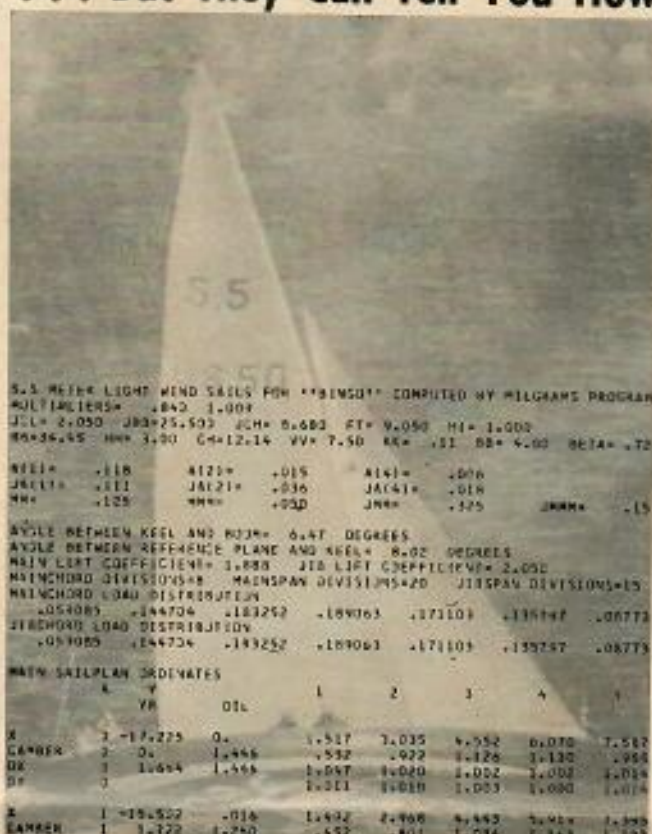
Hayden set sail for Tahiti in defiance of his ex-wife (who according to their divorce agreement had to give approval before he could take their four children from California), and in defiance of a Superior Court judge who called *Wanderer* "unseaworthy." In newspapers across the nation, maps traced her course, which eventually meandered back to Sausalito, a harbor beyond the north end of the Golden Gate, and to Hayden's admission that he was some \$100,000 in debt.

Reprimanded by the courts but not jailed for his journey, Hayden settled in a Bayfront community to pen his memoirs in an autobiography entitled "Wanderer," and put his schooner on charter to Darr, a Mill Valley, Cal., sailor who rounded up a green, young crew to share expenses on a voyage to Tahiti. She was to change hands just once more. Hayden announced he had sold her to Oklahoma oilman Joe Price, but said Darr would continue the charter venture.

Twice again *Wanderer* set sail for the South Pacific, and occasionally there were hints of trouble. Her pumps ran continually while cautious Coast Guard officials shook their heads. Though the Coast Guard found no legal flaws in the arrangement by which South Seas-bound crews were technically the vessel's "charterers," the government halted Bay cruises for paying passengers for the benefit of a local educational television station.

She creaked in the wind; on the last voyage her shaft log was clamped with metal bands; the marlinspike seamanship was sometimes more enthusiastic than professional. But with all sails set snowy white she was a lovely picture, outward bound on voyages she had been denied most of her 70 years.

COMPUTERS CAN'T SEW YET ... But They Can Tell You How



5.5 Meter "Blingo" at Tokyo Olympics, and computer printout for her sails.

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