

Wind Vane

The Bulletin of Seasteading
Self Sufficiency Afloat

JULY

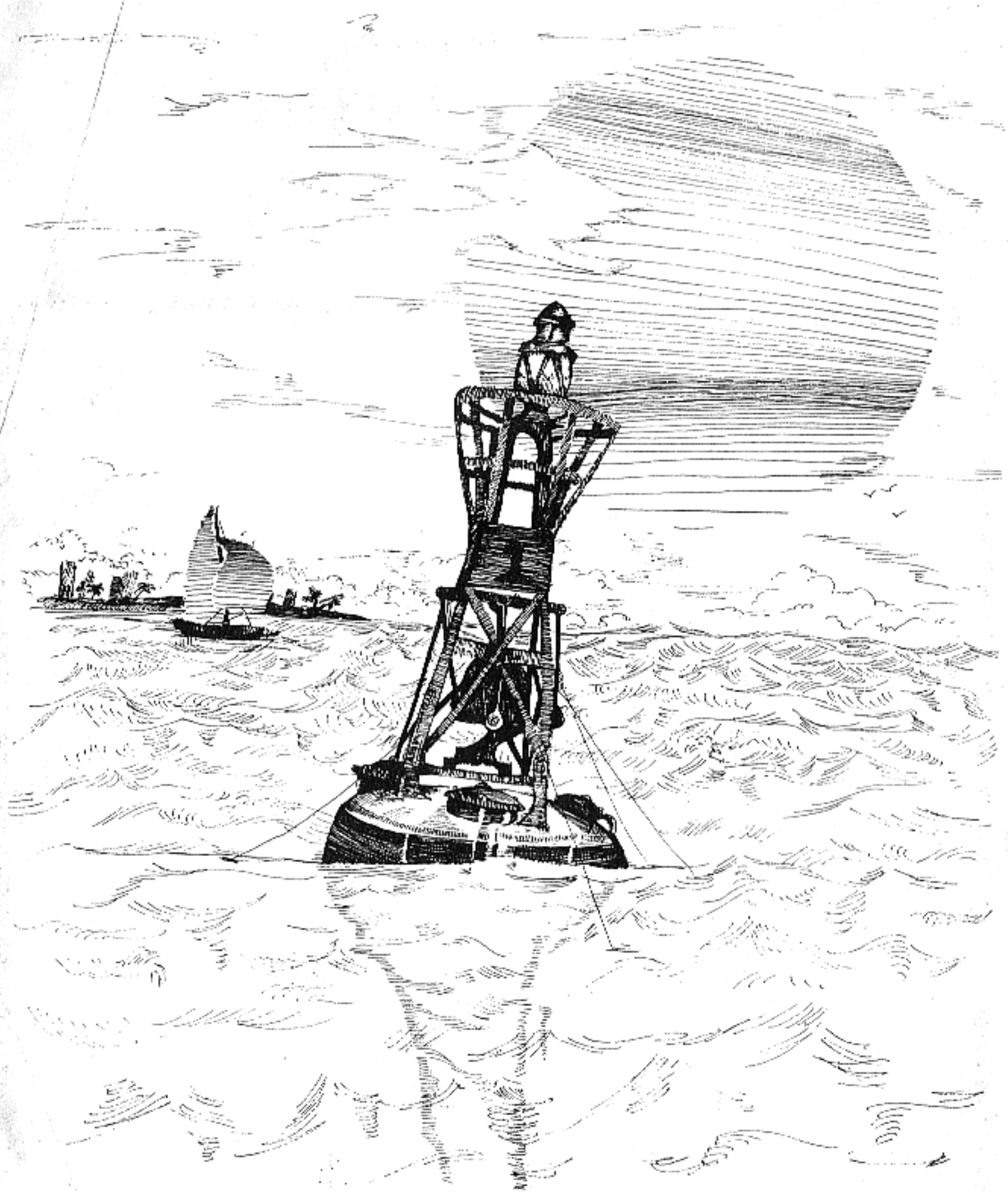
1977

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Volume Two

Number one



T. S. CHENEY

GREETINGS FROM CAP'N GRUNT



AWAY THERE

from the Bewitching Bahamas. Crystalline waters, sand bores, thin bottom...and the once-in-a-lifetime GREAT BAHAMIAN BLIZZARD of 1977!

Snow in the Bahamas?? Back in November it looked as if the '76-'77 Norther season would be a rough one as it got off the ground with 10 solid fronts in October. I would have expected a dingbat drizzle or clapper rail hail long before snow and muddy waters in the Bahamas! Mid-January found us hiding behind a convenient rock getting our anchoring act into ring three with 65-knot winds gusting up from somewhere in the 50's. That unscheduled blow reinforced my faith in patent anchors, patent bottom, Mexican shrimper scope, trawler cleats and chocks, tow boat chafe gear, Colombiano fetch (short!), convenient rocks to hide behind...and more than a bit of luck. Many boats were caught in ugly anchorage situations expecting only the 25-knot winds that were forecast. Mother Nature's freak storms (every storm I get caught in seems to be a freak storm!) never fail to impress me. Oh yeah...it did snow in the N.W. Bahamas during that norther. Hope this scratching gets to you in time as three Bahamian mail boats went down also.

We ran into Don and Sheila McGregor on LA PAZ. Traded a mola for Sheila's old Singer (belonged to her Granny) and put our hand crank on it. Sandy is elated. Best machine we've ever sewn with - they don't make 'em that husky anymore. And talk about simple! We loaded up on sewing supplies for doing canvas. Made a new main cover, outside heavy-duty sail bags and lots of inside stuff. Put together a complicated boom tent - roped all around and with side curtains - for a friend in trade for a much-needed R.D.F.

You know...we're amazed that we're still learning - and finding that there's still much more to learn - in this bizarre lifestyle of ours.

KNEE DEEP IN LIME RINDS

While TRES REYES waited up a mangrove creek for Gulp Stream crossing weather, the kids explored nearby Totten Key, bringing back some 300-odd ripe Key Limes (Key Limes are also known as Mexican or West Indian Limes, as opposed to the larger Persian or Tahitian Limes). Totten Key is in the Biscayne National Monument and the limes are free for the finding. This was great, as we wanted to try making "Old Sour" and "Citrus Syrup" from the juice. We made 1 gallon of each...and had this ghastly mound of lime rinds and pulp left over!

Remembering back to an inspiring book entitled Living Poor (about a 48-year-old ex-hogfarmer turned Peace Corps worker in coastal Ecuador) and how this fellow made an absolutely incredible inedible batch of orange marmalade, I decided to try our hand at Key Lime Marmalade - high in Vitamin C - to keep the Bemottled Scurvy Krew from becoming more Scurvy-Ridden. Note here that the Krew was of the opinion that marmalade is pretty foul stuff under the best of conditions and should be avoided if at all possible. They were quite certain that I would come to my senses after sampling the first spoonful of our 3-gallon marmalade batch. But now they're singing a different tune! We have to ration the stuff. I keep the marmalade locker triple padlocked and still it disappears (probably the scurvy-ridden cockroaches or bemottled bilge rats?). Anyhow...for those of you who find yourselves with a terminal case of the Key Lime Crazies...here's a possible cure:

Key Lime Old Sour - keeps indefinitely

To every 2 cups of fresh lime juice, add 1 Tablespoon salt. Place in sterilized bottles, shake well to dissolve salt. Set at room temperature for two weeks to ferment a bit. Use wherever you would use fresh lime juice.

Key Lime Citrus Syrup - keeps 6 months

For every cup of fresh lime juice, make 1 cup syrup (the syrup is made by adding 2 parts sugar to 1 part water - heat to dissolve). Add the lime juice to the syrup and bring to a boil. Remove from heat and pour into just sterilized bottles. Seal immediately. For limeade, add 1 cup water to 2 Tablespoons citrus syrup (a dribble of local liquid dynamite makes it into a Hooch-ade).

Key Lime Marmalade

Take leftover rinds and pulp. Remove seeds, quarter and run through hand food grinder. To each volume of resulting packed ground rinds and pulp, add 2 volumes of water. Let sit 12 hours. Then cook (boil) in small batches until rinds are soft. Add 1 cup sugar to 2 cups ground mixture (or to your particular taste). Boil until marmalade "sets in spoon." We process via the paraffin method; consult a good cookbook for the various canning methods and pick one that fits your particular galley situation.

Now, having marmalade, we no longer use margarine on our morning Pan Bread, thus resulting in a savings of over one pound of margarine a week (leaving more for the LOBSTER!).

Pan Bread

- 1½ cups flour (almost any flour mixture may be used - white, whole wheat, adding wheat germ, soy flour, bran, rye, etc.)
- 1½ teaspoons baking powder (sometimes we omit this for flat ton bread)
- ¼ cup milk powder
- 4 Tablespoons margarine or shortening
- ¾ cup clean salt water (if available) or ¾ cup fresh water with ¼ teaspoon salt
- Optional: herbs, cheese, raisins, onions, greasy grits ...or what have you

Mix dry ingredients. Cut in shortening. Add liquid. Place 1 Tablespoon shortening or vegetable oil in frying pan. Pour in sticky dough and spread out to even thickness. When done (crisp on bottom), turn over. This is tricky! Cook other side. We spread with Key Lime Marmalade. This stuff disappears so fast that Houdini would do a double take.

BEACH BUM JAVA (Crude 'n' Cheap Cafe Cubano)

I don't know what coffee is going for in the States right now - but in the Bahamas at the time of this writing it's upwards of \$3.50 per pound for limp American style (the stuff we guzzle is stiff Cuban roast). Now - I don't pay anywhere near \$3.50 per lb. for anything! So...we've been stretching our cruising horde of Java Cubano and have found that by reverting back to the less sophisticated "hobo" (or "cowboy") - also known as "beach bum" - brewing method, we can double the mileage of our present supply. To 9 cups of water, we add 1½ measures (3 Tablespoons) of ground coffee and boil the buttons out of it (5-10 minutes) until we're satisfied with the smell and looks. The resulting muddy brew is

very close in taste to that produced by the more popular - but wasteful - brewing methods. (As coffee blends and roasts vary widely, it is recommended that you use half the volume of grounds to your regular volume of water when trying out the "beach bum" method.)

Our big coffee problem lately has been the water quality factor. Some of this Bahamian well water we've been using is pretty hard and flat stuff - so we end up adding cream and sugar to pump it up. Sometimes vigorously shaking the water jug (aeration) improves the flavor.

Our best coffee investment to date has been a stainless 1-quart thermos. It has served us well over the past five years and has probably paid for itself in the fuel savings alone (keeps anything hot overnight). And it won't break.

Hopefully, our present Java cache will last until we're back in coffee producing territory where it's gotta be mas barato - verdad?

GINGER COUNTRY TEA

As the cost of coffee shoots higher and higher out of sight, we find ourselves sipping more tea. One of our favorites is fresh ginger root tea, which we started drinking in the heart of Jamaican Ginger Country. The locals thereabouts say that ginger root tea is good for congestion, digestion, and many other "-gestions" too numerous to mention.

Take several small joints of ginger, peel and cut into handy pieces. Smash the pieces flat. Boil them for awhile until you get the strength required for the particular "-gestion" you wish to improve. Add lime and honey (Jamaican logwood honey if you've got it). Spicy and refreshing...handle with caution.

SPRING TIDE TEA (free from the sea)

It's also called Mangrove Tea, made from the dried leaves of the Red Mangrove (in mangrove country, any local can show you the difference between red and other mangrove species). It took us a long while to discover that the best leaves for Red Mangrove Tea are found high on the beach at spring tide level. These leaves are bleached to a light gray color and have a much lower tannin content than the darker wet leaves found at daily high tide level. We brush off any dirt with a clean paint brush, break them up and use them to brew an interesting tea. Mangrove tea is popular in mangrove areas amongst the locals and considered "good for the blood." It's also good for the pocketbook!

REDUCING YOUR DEPENDENCE ON EXPENSIVE THINGS IN SMALL PACKAGES
(D-Cells, C-Cells...Who Needs 'Em?)

Eight months ago we brought a 12-volt wet-cell battery aboard after having done very well without one for 5 years. The reason? Kid Numero Uno got himself a Ham Radio License, along with a set, antenna, and lots of other electrical gadgetry which required 12 volts D.C. I reluctantly agreed to obtain the battery, alternator and the mound of other costly stuff required to support our newly found electronic genius and his shocking interests. (I discussed with him at length the obvious advantages of running away to join the circus of his choice...but it appears that he prefers a floating circus to the land-based variety. As a floating ringmaster, I could hardly disagree.) Several beneficial spinoffs have resulted from the kid's zapping gadgetry. We now have a 6-watt fluorescent cabin light...and have almost reduced to zero our use of expensive D-cells and C-cells.

If you've got 12 volts floating around your place and are fed up to here (or higher) with the ridiculous prices of flashlight and lantern batteries - then maybe you would like to try the following (remember I don't know nothin' about Electricity -- but it works on our boat)...

Let's take, for example, our Sony CFR-160, 13-band receiver, which used to blast its way through six D-cells (about \$2.40) per month. All that is required to run the thing on 12 volts is to install a resistor (of the proper ohm value and wattage) on the positive side of the 12-volt line to the appliance. Complicated? Yes!! But, my electrical kid soon expressed it in terms that even I could understand.

In order to determine the value of the resistor, first look on the back of your radio or tape recorder to obtain voltage (9 V. in the case of our Sony) and amperage (.355 amp = 355 milliamps). Now, every electrical weirdo knows that: watts = watts; also $P = IE$ where P = power in watts, I = current in amps and E = voltage in volts. We wish to find out how many amps, at 12 V., is equivalent to .355 amps at 9 V. So we remember that watts = watts,

$$P_{(12\text{ V})} = P_{(9\text{ V})} \quad \text{or} \quad IE_{(12\text{ V})} = IE_{(9\text{ V})}$$

simplified:

$$I_{(12\text{ V})} = \frac{I_{(9\text{ V})} E_{(9\text{ V})}}{E_{(12\text{ V})}} = \frac{(9\text{ V}) (.355\text{ a.})}{(12\text{ V})} = .266\text{ amps}$$

required at 12 V. Now to further confuse the confused, we dredged up another electrical formula:

$$R = \frac{E}{I}, \quad \text{where } R = \text{resistance in ohms } (\Omega).$$

For our Sony we wished to find the proper value of the resistor required to change our battery's 12 volts to the 9 volts that the

set can use. So, let's plug in the info we've developed thus far:

$$R = \frac{12 \text{ volts}}{.266 \text{ amps}} = 45 \text{ ohms } (\Omega)$$

which is the value of the resistor that we will mount in the positive side of the 12 volt line to our radio. Resistors come with various resistance (ohm Ω) values rated in watts; a 10 watt 45 Ω resistor does just fine on our set - but on other Sony gizmos, like our 6 V., 1.0 amp cassette recorder, a 20 watt 25 Ω resistor is required (a 10-watter got too hot in our opinion). We check out the actual voltage with the kid's VOM (voltage-ohm meter) to make sure we're in the ballpark. So far, we've converted the Sony 13-band receiver, Sony cassette recorder, an el cheapo oriental transistor radio, an underwater spotlight (for blinding seagulls at night) and our R.D.F. We would try flashlights - but the cords might get in the way...

SHAKE LIQUID SALT

There was a time when, if you had happened to row by our boat on a humid evening, you might have heard the following booming out of the cabin -- "Hey! This blinkingratsafrattzrottencrummy freeking cusscusscuss...salt!!! won't come out of this (more nasties) shaker!"

We tried everything to get salt to shake in humid conditions: rice in the shaker, switch to iodized and otherized salts, special snap-top shakers, heating the salt to drive out the moisture, etc., etc., ad nauseum - with the same results...no shakee shakee! Drat - Double Drat! Blinkingratssa!!...

Finally we got wise after remembering the Mexican roast corn street vendor who had a bowl of salt brine handy for sprinkling on your hot roast corn. We now do the same thing - except we put the saturated salt solution into an empty soy sauce shaker bottle, and now we shake liquid salt. Wot the hell...salt wants to sop up moisture in humid conditions anyway, so we just help it along with a little extra water.

WONDER GRUBB

"What do you eat for breakfast?" This is a question we are frequently asked by other cruisers - usually in remote areas where supplies are scarce. Our stock reply is: "Beach Bum Java, Pan Bread with Key Lime Marmalade...and Wonder Grubb (plus anything else we can sink our chompers into)."

(Wandering off course...this "what do you guys eat?" bit reminds me of a situation in Golfito, Costa Rica: a 96' ketch pulled in with a muy rico charter party from Aca-pulco - a flush family had chartered the boat with crew for \$400 Gringo Greenies per day for 30 days (don't know why, but I remember numbers like this! They could have

bought a boat for the charter fee!). The first thing they asked us was a very frantic "What do you people eat?" "Oh...lobster - fish - shark - turtle - iguana - alligator - bananas - coconuts - grits - you know...all the regular stuff." Seems the only thing they had to eat for the 17 days nonstop from Acapulco was tuna fish sandwiches - morning, noon and night. They were not exactly frothing tuna fish fans upon arriving at Golfito! For \$400 per day, I should think they would have gotten some grits alongside their tuna fish sandwich.)

Back on course...Wonder Grubb - a Swiss breakfast concoction more commonly known as Muesli - seems vital to survival aboard our boat. We make our own - on the boat - in 5 gallon quantities.

Wonder Grubb (Muesli)

5-6 cups oatmeal, slightly toasted (we toast in pan
4 cups dry nonfat milk on top of stove)
1 cup wheat germ, slightly toasted
2 cups sesame seeds
 $\frac{1}{2}$ cup nuts
 $\frac{1}{2}$ cup dehydrated dates or raisins
 $\frac{1}{2}$ cup apple nuggets
2 cups packed sugar (brown or white)
2 teaspoons cinnamon

Blend well and store in well-sealed containers (we use 1-gallon Ziploc plastic bags; the contents tend to settle in larger containers).

The options in making this stuff are numerous: as long as the oatmeal, sugar and milk quantities are kept within reason you can add just about anything else you like...dried coconut (make your own) - soy nuts - peanuts - toasted bran - any kind of nuts and dried fruit chunks - toasted millet - and on and on...

When at anchor we add hot water to a bowl of Muesli for a great instant cereal. Between meals the kids come forth with grumbling guts...shovel 2 tablespoons of dry Muesli into 'em and they won't be back until dinner. Whipping to windward when nobody likes to mess about below, we dump hot Beach Bum Java onto a double ration of Wonder Grubb and slurp it up. (I say all this at much risk of being considered somewhat of a garbage gut - but it's fast 'n tasty, with minimum cleanup.)

Muesli is pretty close to being a one man band type food. And best of all, you can make it yourself - on your boat - anywhere in the world.

WATER AND WATER SHORTAGES

The amount of water the average family actually uses is staggering

when you compare it to how we now live afloat. The average daily use for a landlubbin' family of 4 is 800 to 1000 gallons. Whereas we, a floatin' family of 4, use 300 gallons per month! The land-based family uses our monthly amount in 8 hours. In 4 days they use as much as we do in a year! You say there's a water shortage in this country? I have a solution! Let the water company run pressured water to distribution points, so that each family must walk $\frac{1}{4}$ mile with no larger than $2\frac{1}{2}$ gallon jugs and must carry the water home. The waterwasters would very shortly (after about the 2nd trip to the "well") start thinking about how they could reduce their number of trips (at 5 gallons per trip they would have to make 160 to 200 trips per day!) and hopefully figure out how they could reduce their water use. We row and walk and row for our water...no hose runnin' out here!

Going to try to trade clothes for vegetables at Long Island. Bahamians pay through the nose for their clothes. They also get top dollar for their food stuffs - \$.50 a pound for potatoes, \$3.50 for 5 pounds of sugar?!...old Grunt just swore off sugar for a bit! We left Florida with something like \$175 and are down to \$105 after 2 months. We are rolling with the punch, however, and are assessing our food supplies and altering our menus (less sugar and milk, etc.) to make sure we don't have to eat beans all the way to Panama! We're saving some of our "Wonder Grubb" for the dash to Panama...looks like it ought to be a super broad reach or run (I don't believe it! - we shall see).

Speaking of dashing - better do it!

Later on,

Grunt & Krew

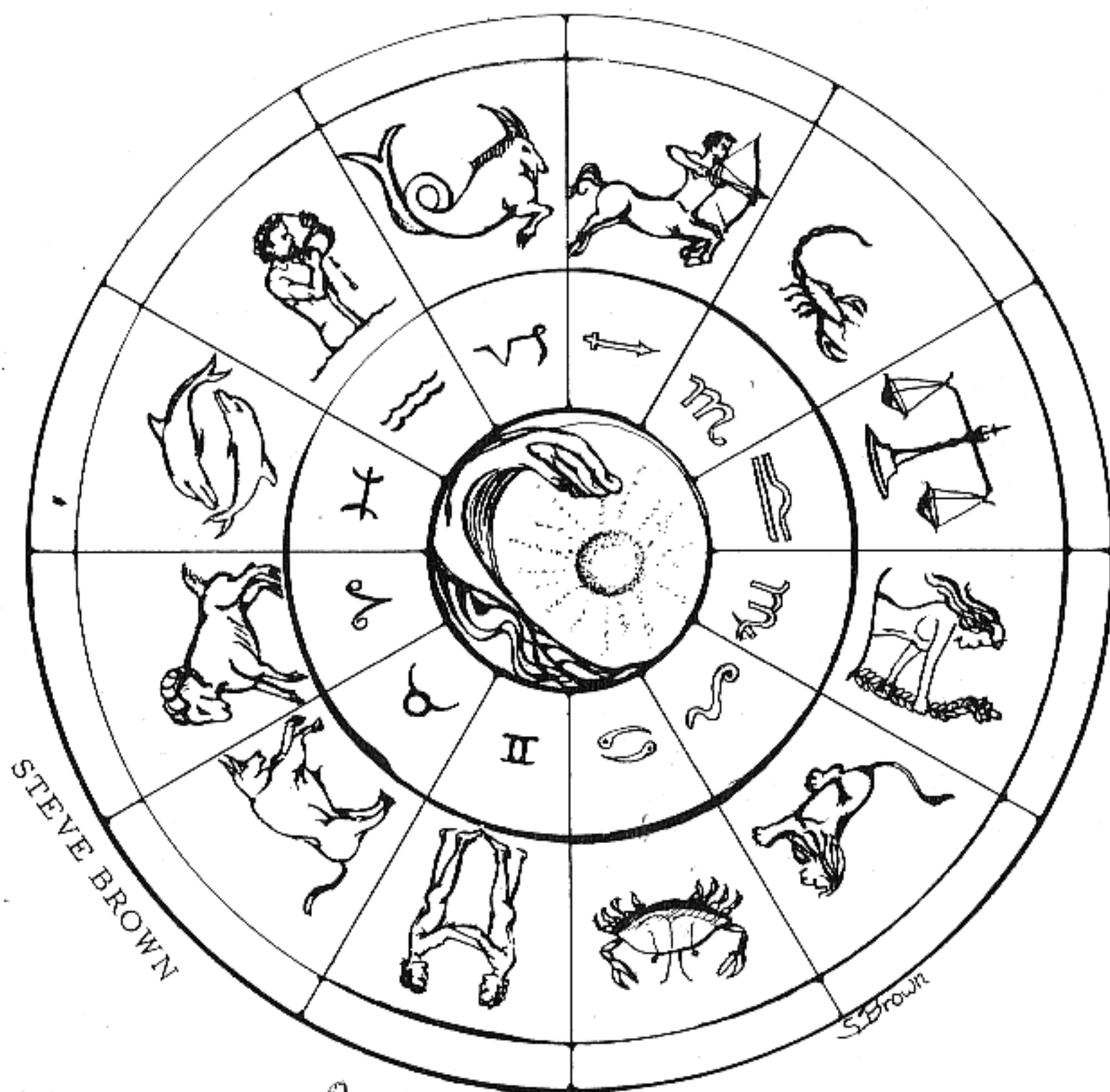
Here's a tip on cooking rice from Jeff Verouden, a WIND VANE subscriber in Zaire:

"When cruising or camping you usually don't have a 4-burner stove...so here is an easy way to cook rice. Use the regular recipe: 1 cup rice, 2 cups water, salt. Bring to a boil and remove from stove. Place a newspaper on your bunk. Put the covered pan on the newspaper and place a pillow on top of the pan...then cover the whole thing with a blanket or sleeping bag. Wait half an hour and your rice is dry and fluffy."

Steve Forrest, a WIND VANE subscriber from Carrboro, N.C., has a rather interesting and unique occupation...astrology. He also has a newly acquired sloop, PUFFIN, which he intends to live on and cruise extensively. With the combination of the two, he hopes to make a living -- "I'm counting on casual meetings and perhaps a sign hanging in PUFFIN's rigging when I'm tied up somewhere."

SAIL ZODIAC

steve
forrest



I am an astrologer. For the past year I have been living off the proceeds of my practice while banking most of the money I make working a straight job. I expect to continue earning cash while cruising by casting and interpreting birthcharts. Exactly how much I'll make I can't say...but with industry, frugality - and maybe good luck in fishing - I may become self-sustaining.

Geographical separation from the area in which my work is well-known will be a problem. I expect to remain in touch through a few local contacts and to communicate through the mail by cassette tape and writing. Week-long return visits to the area are also likely on occasion.

To become proficient at astrology takes time and a certain disposition. To build up a reputation takes a while, too. Facility with language, an interest in people, and some taste for metaphysical thought are essential. The math is easy -- anyone who can convert a true course to a compass heading wouldn't have any trouble there.

The practice of astrology feels good, offers considerable time-and-space freedom, is creative, and can earn one some survival funds. A cruising person currently stabilized in an area, or expecting to be so before long, might want to investigate this source of income. Once having learned a few fundamentals and made a few contacts, he or she may be very surprised at how many people come looking to have their charts cast.

I have no knowledge of how hard it would be to get this work going in a strange port. Certainly, foreign language problems would be almost insurmountable. Other cruiser-subsisters might offer non-cash exchanges. Casual meetings with folks still tied into the economy might pan out. One need not turn into a vulture. Mentioning that you finance your life-style partly by doing astrology is bait enough. If someone's interested, he'll take it from there.

My standard rate for casting and interpreting a birthchart is \$20. This covers about an hour's worth of mathematical work and a two or three hour face-to-face session. I have on occasion typed up my interpretations - this is much more laborious, and so I charge \$35 for this. Even at that rate, I feel I'm working too cheap for comfort...but I hesitate to ask anything more than \$35. Much of my business is with people who are far removed from me geographically. In such cases, I customarily tape my interpretations, charging my standard \$20, plus the cost of the cassette or reel. All my fees are subject to modification on the basis of a person's means.

The best way to get started would be to take a course. Check with local "underground" bookstores. They'll probably know if one is being taught. Otherwise, there are books available. A twelve-volume series by Noel Tyl published by Llewellyn is pretty fair. There are others. Flip through them and see what you like. Watch out for the very abstract and metaphysical stuff. It would be useless and intimidating at first.

You should allow \$50 to \$100 for basic equipment (not including cape, crystal ball, or boxes). There is no need to part with that much money right away, however. A class or a basic text should come first -- not everyone has the disposition for

the work, and this should naturally be determined before any heavy emotional or financial commitments are made.

What about the honesty of the work? This is no place to launch into a defense of astrology. Suffice it to say that I consider myself an honest man and I am very satisfied by the role I've come to play in people's lives. Every sailor knows there is a natural resonance between the human spirit and the structure of the material world. With that in mind, look into the subject and judge for yourself.

There was once a guy like me,
Who took his boat out to sea;
With Wind Vane afloat
He read on his boat,
Making him happy, productive and free!
...Dick Durbrow

THE STANDARD SALT WATER BREAD RECIPE

from Marcia Balazsi

- Heat: $1\frac{1}{2}$ cups salt water to lukewarm - approximately 100 degrees F.
- Mix: 1 Tblsp. sugar and 1 Tblsp. yeast into water until dissolved.
- Stir in: up to 4 cups flour (may include wheat germ, soy flour, etc.
- Knead: in bowl until well mixed, then on a flour-covered pastry cloth or board for 10 minutes.
- Place: in a greased 4 or 6 quart pressure cooker. Cover and allow to rise in a warm place.
- Bake: covered (but without pressure, on top of stove over low heat, with flame tamer or other device to deflect the heat away from the bottom of the pan. Cooking time is about 1 hour and 10 minutes. The loaf can be turned over halfway through baking - this makes an English muffin-type shape and texture. Unturned, it will produce a big, round loaf - light on top and crusty on the sides and bottom.

KICK THE MARINA HABIT

don
mc gregor

Most sailors who are interested in being more self-sufficient give up marinas while cruising outside the U.S....where they are hard to come by anyway. But even on a coastwise cruise of the homeland or while living aboard between cruises, seldom or never tying up in marinas can save a bundle of money and spare you the visitations not only of insects but of unwanted guests as well.

Depending upon where you are this may be difficult - but use your imagination. For example, if you lack a shore base for landing the dinghy, taking on water, etc., and the nearby marina operator doesn't want you, offer to rent slip space just for your dinghy. That should cover garbage, water and parking for your car...should you need one. If your boat is "finished," you can do without electricity (another costly habit well worth kicking).

Or you might check out waterfront homeowners whose docks are unused. You may be surprised at what a tactful approach can accomplish. Be alert to barter possibilities here. If you can see that their home or dock, etc. needs repair or improvement, suggest trading dockage for your work on their place.

If you virtually never tie up in marinas, however, you may be labeled a freeloader. It's all in the way you go about it. There's a fine line between inconspicuous consumption and freeloading. Some people are unable to make the distinction; most folks ashore, carrying a "high standard of living" on their backs, cannot distinguish between you and a freeloader...and generally don't want to. You are relatively free. Use diplomacy and don't look like a freeloader...or you can count on being treated like one. Take all refusals or skepticism in stride. If your boat and your bodies are "presentable," then the whole environment benefits. Simply banish grubbiness.

Living at anchor - the simplicities, the basicness and "deprivations" enforced on you, your boat (sans umbilical cord and pressure water hose) and your lifestyle - will get you in practice for actual cruising...consequently, you'll have less to adjust to later. The more nearly your boat resembles a simple mountain cabin in its lack of "modern inconveniences," the easier it will be for you (for inspiration, read the chapter on construction in Thoreau's Walden).

SOURDOUGH AT SEA

joanna
brown

Sourdough - or leavening by wild yeast - has its origins in antiquity...at least back to the time of the Egyptians some 5000 to 6000 years ago. For many centuries - up until the advent of commercial yeast - it was the only method known for leavening bread. It is reputed that sourdough arrived in the New World with Columbus. But most of us associate the term sourdough with the Gold Rush of 1849, and the prospectors who endured incredible hardships in the hope of striking it rich. Indeed, the dictionary defines sourdough as: "A Canadian or Alaskan prospector - so-called from the habit of carrying sourdough, a fermented dough used as a leaven in making bread."

A good sourdough starter was carefully protected and people would travel many miles to get a starter from a particularly superior strain. We had one such "special" sourdough starter aboard SCRIMSHAW during the three years we cruised Central America. We had obtained it before leaving California from our friends Marcia and Bruce McDougal. Bruce had been stationed with the Coast Guard in Alaska, and when he returned home he brought a sourdough starter with him. Bruce says, "This starter came from Point Hope, Alaska in the old (?) days. A guy leaving the Territory gave some to an Indian woman in Nome. She kept it for 50+ years and then gave some to the wife of a circuit court judge who passed it on to a Coast Guard wife - and I got mine from her in 1955." So we know that this particular starter has been around for at least 22 years ...and very likely much longer. Bruce adds, "I'm beginning to believe the whole story!"

A well-cared for starter mellows with age. You can become so attached to it that it becomes like a member of the family, and you will go to great lengths to keep it happy and healthy and bubbling away (such as rushing into the home of a friend whom you haven't seen for years, sourdough jar clutched tightly in your hand, and without so much as a preliminary hello, shouting "Quick! Where's your refrigerator?"

How do you get a sourdough starter? The easiest - and best - way is to get one from a friend who already has a proven starter. Most people are more than happy to share a cup or two of the stuff. If you don't know anyone with a starter, it is possible to buy a dehydrated starter, which is activated by adding flour and water. The most widely distributed dried starter is known as "Sourdough Jack"...you may have seen these for sale, along with a cookbook, in gourmet and other specialty shops. I wrote to this company

requesting information on how to order their starter and cookbook by mail; but at this writing (a month and a half later) have not received a reply, and so cannot comment upon the quality of their starter. However, I did order and promptly received a dried starter from Walnut Acres (address and information below) and can say that - if you can't get a starter from a friend - this is the next best thing. I reactivated the Walnut Acres starter, used it in several bakings, and found it to be excellent. Complete instructions are included.

You can, if you wish, make your own starter. I don't recommend this, however, because the results are quite inconsistent in that you're trying to capture out of the air that one strain of wild yeast in a thousand which will give the sourdough its unique flavor and leavening. But if you're feeling adventurous and want to try it, you will find recipes for starting your own in the Sunset Cook Book of Breads, and in Recipes for a Small Planet by Ellen Ewald.

Why even bother with sourdough on a boat? For one thing, yeast is not always available in some parts of the world. And in others, it is virtually impossible to buy a decent loaf of bread (some "third world" countries seem to believe that - where bread is concerned - white is beautiful...the bread you buy is generally tasteless, non-nutritious, and lacking substance; in most cases it doesn't even have the added vitamins and so forth that we in the U.S. pump into our so-called enriched white bread). But the best reason for going to the trouble of carrying sourdough on a boat is that it can provide you with a variety of delicious, nutritious and easy-to-make leavened breads...anywhere in the world!

Now - assuming you have been given a starter by a friend, or have bought and reactivated a dried starter - what do you do with it? Before you can use it in any of the following recipes, you must replenish - or feed - it. This is done by adding equal parts of warm water and flour to your starter; mix thoroughly, cover and set in a warm place for 8 to 12 hours or overnight. (The Sunset Cook Book of Breads calls for adding milk and flour; but I don't recommend this as the milk can cause a starter to go bad...they seem to think that a starter is expendable - but I don't feel that way about mine! I also have a recipe for feeding a starter which calls for potato flakes, among other things...now you know that the Egyptians and Alaskan prospectors didn't have potato flakes handy!) I should add here that some folks like a thicker, spongier starter - this is done by adding enough more flour to achieve the desired consistency.

For instance, suppose you have one cup of starter to begin with, and you want to make the recipe, given below, for sourdough pancakes - which calls for 2 cups of starter. The night before you want to have the pancakes, you would pour the 1 cup of starter into a large bowl, add 2 cups of water and 2 to 2½ cups of flour (depending upon desired consistency), mix thoroughly, cover and set the dough in a warm, secure place overnight. After this

"proofing," your starter should be full of bubbles, somewhat increased in size, and have a deliciously sour aroma.

Now, in the morning, stir the starter vigorously, and then pour the required amount of starter (in this case, 2 cups) into a measuring cup; the remainder of the starter left in the bowl (approximately 1 cup, in this case) will go back into your starter container, which you will then store in a safe place until it is next needed. (Always remember to keep out one or two cups of starter for use the next time.) You can then pour the measured amount (our 2 cups for pancakes) back into the same bowl, without washing it, and proceed with the recipe.



You can feed your starter with either white flour (unbleached, preferably) or whole wheat flour. I have used both...and although I normally use and recommend whole wheat flour for almost all baking (even cakes), I prefer to keep my starter white. No particular reason - just personal preference. I then generally add whole wheat or other flours to the batter (except for biscuits - they just don't seem to be biscuits unless they're made with white flour).

Because of acidic reaction, never use metal utensils with sourdough - only plastic, glass or ceramic. Some people keep their sourdough starters in lovely stoneware crocks, but this is rather impractical on a boat. I keep mine in a quart plastic container with a tight-fitting lid; this allows me to store up to 3 cups of starter, with room for expansion. A wooden spoon is ideal for mixing the batters.

When not in use, a sourdough starter must be refrigerated. This was no problem for the original "sourdoughs" of Alaska - as a matter of fact, there are stories of prospectors sleeping with their starters tucked next to their bodies so that the starter would be warm enough for making flapjacks for breakfast. But for a seasteader, cruising in the tropics (which is where anyone with any sense is cruising!) - without refrigeration - this can be a problem...it will be necessary to replenish and use your starter every day or so. Although we have an ice chest aboard SCRIMSHAW, we have, on occasion, gone for a month or two without ice...but I managed to keep my starter alive and well by using it often - and when not in use, by feeding it only small amounts of water and flour daily to keep it replenished and bubbly. If you do have refrigeration aboard your boat, it is best to use the starter at least once a week. If you have a freezer, it can be stored almost indefinitely in a frozen state.



It is said that "authentic" San Francisco Sourdough Bread is virtually impossible for the amateur to make - reputedly because San Francisco has its very own "special" wild yeast in the air. This is an allegation I've never felt compelled to challenge - but if you want to, you'll find a recipe and directions for making it in Sourdough Jack's Cookery. You will also find, in this and other cookbooks, many recipes for bread using commercial yeast as an additional leavening. The Sunset Cook Book of Breads gives a yeastless bread recipe - but it requires 24 hours from start to finish. I've experimented with the following recipe, and have found it to produce delicious, reasonably leavened loaves of bread ...within 8 to 10 hours.

SOURDOUGH BREAD

$1\frac{1}{2}$ cups starter 1 egg
1 cup milk (or 1 cup water + $\frac{1}{2}$ cup powdered milk)
 $3\frac{1}{2}$ cups flour (whole wheat, white - or combination;
can include up to $\frac{1}{2}$ cup soy flour,
 $\frac{1}{2}$ cup wheat germ - or what have you?)

Ingredients should be at room temperature. Vigorously beat the starter which you replenished the night before and which should now be light and bubbly. Measure $1\frac{1}{2}$ cups of it into a measuring cup. Pour remainder of starter left in bowl into your storage container and set aside. Put measured starter back into mixing bowl, without washing. In same measuring cup (without washing), beat egg and add to starter. Measure milk (in same cup) and add to batter (if using powdered milk, it can be added dry with the flour). Mix thoroughly. Stir in flour (or combination of flours) 1 cup at a time, beating well after each addition. Cover bowl and set aside in a warm place for several hours (3 to 6) or until doubled in size.

$1\frac{1}{2}$ tsp. salt $1\frac{1}{2}$ Tblsp. oil
 $\frac{1}{2}$ tsp. soda 2 T. honey
1 to $1\frac{1}{2}$ cups flour

Stir down batter. Combine salt, soda, oil and honey and add to dough, mixing well. Add $\frac{1}{2}$ cup of the flour and mix. Turn dough out onto board floured with $\frac{1}{2}$ cup of the flour and knead, adding flour as needed (kneaded?). Shape into 2 loaves and bake in separate loaf pans or place together in an 8" by 8" square pan or make one large round loaf. Cover and let rise in a warm place until nearly double in bulk - about 2 to 4 hours. Bake at 400 degrees for about 40 minutes.

SOURDOUGH PANCAKES

2 cups starter 2 Tblsp. oil or melted butter
2 to 4 eggs $\frac{1}{4}$ cup powdered milk

Beat thoroughly, then combine:

1 tsp. salt 1 tsp. baking soda
2 Tblsp. sugar (or honey)

Blend together, then sprinkle into batter and fold in gently (this will cause a gentle, foaming, rising action). Allow batter to rest a few minutes, then cook as for regular pancakes on a hot, lightly greased griddle or frying pan. (My griddle just covers the 2 burners of our stove and is ideal for making pancakes and English muffins.)

SOURDOUGH BISCUITS

- $\frac{1}{2}$ cup starter
- 1 cup milk (or 1 cup water + $\frac{1}{2}$ cup powdered milk)
- 1 cup white, unbleached flour

Mix starter, milk and flour; cover and set aside 8 to 10 hours or overnight.

- | | |
|---------------------------|---------------------------|
| $\frac{3}{4}$ tsp. salt | $\frac{1}{2}$ tsp. soda |
| 1 Tblsp. sugar (or honey) | $1\frac{1}{2}$ cups flour |
| 1 tsp. baking powder | |

Combine salt, sugar, baking powder and soda with $\frac{1}{2}$ cup of the flour and add to dough; mix well. Turn out onto a board floured with remaining 1 cup of flour. Knead lightly, adding more flour if necessary. Roll out to $\frac{1}{2}$ " thickness and cut into biscuits. Place close together in an 8" or 9" square pan and let rise for about $\frac{1}{2}$ hour. Bake at 375 degrees for 30 to 35 minutes. (The traditional recipe for Sourdough Biscuits calls for dipping each biscuit, after cutting out, in either warm bacon grease or a mixture of salad oil and melted butter. You may want to try them this way - in my opinion, this adds unnecessary fat and calories, and my family prefers them without.)

SOURDOUGH ENGLISH MUFFINS

- $\frac{1}{2}$ cup starter
- 1 cup milk (or 1 cup water + $\frac{1}{2}$ cup powdered milk)
- 2 cups flour (whole wheat, white - or combination;
can include $\frac{1}{4}$ to $\frac{1}{2}$ cup wheat germ,
soy flour, etc.)

Thoroughly mix the starter, milk and flour; cover and set aside in a warm place for 8 or more hours or overnight.

- | | |
|-------------------------|-------------|
| 1 Tblsp. sugar | 1 cup flour |
| $\frac{3}{4}$ tsp. salt | cornmeal |
| $\frac{1}{2}$ tsp. soda | |

Combine the sugar, salt and soda with $\frac{1}{2}$ cup of the flour. Add this mixture to the dough and thoroughly mix in. Turn out onto board floured with remaining $\frac{1}{2}$ cup flour and knead for 2 or 3 minutes, adding more flour if necessary. Roll dough out to a $\frac{1}{2}$ " thickness and cut-out in 3" to 4" rounds. Place muffins on a cornmeal-sprinkled cookie sheet (or waxed paper) and sprinkle cornmeal on top. Cover and set aside in a warm place to rise - about an hour. Bake on an ungreased griddle or a lightly greased frying pan over medium heat - about 8 minutes per side.

SOURDOUGH CORNBREAD

1 cup starter
1 - 13oz. can evaporated milk (or $1\frac{1}{2}$ cups water
mixed with $\frac{1}{2}$ cup powdered milk)
 $1\frac{1}{2}$ cups yellow corn meal (or $1\frac{1}{4}$ cups + $\frac{1}{4}$ cup soy flour)
2 eggs, beaten $\frac{1}{2}$ tsp. salt
2 Tblsp. honey (or sugar) $\frac{3}{4}$ tsp. baking soda
 $\frac{1}{4}$ cup melted butter

Thoroughly mix the starter, corn meal (and soy flour), eggs and honey. Dissolve the salt and soda in the melted butter and add to first mixture. Pour into an 8" to 10" greased round frying pan (or cake pan) and bake at 425 degrees for 25 to 30 minutes until firm. Serve in wedges.

A dehydrated starter is available for \$1.50 plus \$1 postage and handling from:

Walnut Acres
Penns Creek, Pa. 17862

These folks have a whole line of organic food - ask for their catalog. Quality and service are excellent - they are good people!

Some sourdough cookbooks:

Sunset Cook Book of Breads
Lane Books
Menlo Park, California

This book has a section on sourdough. The recipes in the new edition are almost totally different from the ones in the book I have - so try to find both, if you can. The Sunset line of books is frequently available in the magazine section of drugstores, etc.

Sourdough Jack's Cookery
P.O. Box 40218
San Francisco, Calif. 94140

An interesting book with lots of history and stories. Many sourdough recipes and variations on recipes, as well as sections on wild foods, camp cookery and sprouting.

Recipes for a Small Planet
by Ellen Buchman Ewald

Contains recipes for several very nutritious sourdough breads...such as Egg and Yogurt Bread, Nut and Seed Bread, and Mixed Grain Bread. Yummy!

Professional Sourdough Cooking and Recipes

by George L. Herter and Berthe E. Herter

Herter's, Inc.

Rural Route 2

Mitchell, S.D. 57301

(\$2.05 plus \$.50 postage and handling - an extra \$.25
will buy you a dried starter, as well.)

The authors purport that this is the only "true" sourdough cookbook in existence - that all the others are "pure hokum - not a word of truth in them!" Whatever the "truth" may be, this book is delightful reading for its unique interpretation of the history of sourdough, its many stories and photographs...and the rather hilarious, bombastic style of writing employed by the authors. If you have never read a book by George Herter, you're in for a real experience. (More on Herter's in the next issue of WIND VANE.)

The Complete Sourdough Cookbook

by Don and Myrtle Holm

available from:

Mother's Bookshelf

P.O. Box 70

Hendersonville, N.C. 28739

(\$4.95 plus \$.75 shipping and handling.)

I have not seen this book...but if MOTHER is selling it, it's probably good.

RESPONSE RESPONSE RESPONSE RESPONSE RESPONSE

We've just "unplugged" from our winter job on San Juan Island, Washington, and are going to try some hand gear fishing in Southeastern Alaska (license \$125). We'll write this fall and let ya know the ins and out of that biz. Anyone wanting info write:

Alaska Department of Fish and Game
Support Building
Juneau, Alaska 99801

Dale Stennett asked me to write up something on "the home-base concept." I was pretty enthused about it after sailing back from Hawaii...but Nancy and I have found it impossible to buy land, build on it, pay taxes and other rip-offs and still have any cruizin' money. Land is \$1500 an acre up here minimum! I hear others do have both worlds - the change would be very welcome at times...i.e., right after two or three weeks between point A and point B.

Roger and Nancy Anderson

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The Bulletin of Seasteading

Self Sufficiency Afloat

Most boating publications contain articles of a sporting or recreational orientation... because most sailors sail for sport or recreation.

By contrast, WIND VANE is written by, and for, sailors who use their boats as implements.

Implements of what? Of "seasteading"... that certain kind of boating where the crew enjoys the self-sustaining qualities that are potent - or latent - in a boat. These sailors like the idea of being self-sufficient and they believe their boats make a good place to try. Instead of going in for aggressive racing, or passive diversion, they prefer sailing for real.

To achieve this reality, the seasteader must usually reduce his live-aboard costs to a minimum, and then meet those costs with income gained by working with, or from, the boat. The special ways in which those costs are minimized, and the means by which they can be met, is the kind of information you will find in WIND VANE. It is real how-to information on the total cruising lifestyle, and it comes directly from the people who are living it.

From this how-to information we may also learn why-to. What is the attraction to Self-Sufficiency Afloat? Is it the environmental benefits? The mobility? The freedom? All of these and more.

Perhaps the real attraction to seasteading is the awareness that it brings... the understanding which comes to travelers who possess the skills and attitudes to move about the earth as inoffensive free agents.

To learn from you, the sailor, and to provide for you, the reader, these skills and attitudes... this is the unique purpose of WIND VANE.

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The Bulletin of Seasteading

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NOTE: If you prefer not to cut this page, you may order on a separate piece of paper

INSURANCE --- or what?

The following is a letter received from Bill Boschen who, with his wife Jean, recently bought a 31' trimaran. We have checked with our local State Farm agent and find that what Bill describes is their standard policy.

"I never thought the day would come when I would have something to offer which might be of use in WIND VANE...but here goes.

"It has to do with insurance and my impression that most seastealers or subsistence sailors can't get, at any kind of a reasonable price they can handle, coverage which is meaningful and useful to their lifestyle. When I started to explore insurance for MOONRAKER, I got the usual resistance to multihulls. 'A what!? Oh, we don't insure those things;' or, 'We'll have to go to London and see what Lloyds can do.'

"But there's what I ended up with: The premium is \$243. The territory is defined as 'wherever the insured property is located.' The coverage is 12 months a year in or out of the water. Liability coverage is \$300,000, with \$1,000 medical payments. Hull coverage is on an 'agreed value basis' at \$20,000, \$500 deductible; this means that there is no argument if you lose the boat - they pay the price.

"What makes the story even more interesting is the other confirmed quotes I received. Both were with the usual limitations to about five months of the year in the water (if you didn't get your boat out by November 1st or some other date, you weren't covered) plus territory limitations like 'East Coast from Georgia to Maine,' or something of that nature; all within 75 miles of the shoreline only. One of the two other quotes was \$375 (a bargain that I almost took), and the other was \$590. Irrespective of price, however, they would be of little value to the real cruising sailor.

"My insurance is with State Farm Fire & Casualty Company, a bunch of 'farmers from the Midwest.' I've read that they are mavericks, but I frankly think that they know what they're doing and will not suffer any greater losses than anybody else. I'm sure it's the yacht club sailor who costs the insurance companies the money most of the time."

We also heard from Nancy and Roger Anderson on this subject. They live and travel aboard their 55' ferro-cement 3-master VALKYRIE, which they recently sailed from Hawaii to the Pacific Northwest:

"We have our rock boat covered for \$35,000 (\$1000 deductible) worldwide for \$300 plus \$75 for the "worldwide" - with State Farm Insurance Co. I recently told some seastealers on a 41' trimaran about this and they had no difficulty getting coverage. The \$375 yearly is hard to pay, but I figure a less bitter pill than having to start completely from scratch."

We know that some people find the burden of insurance incompatible with the concept of seasteading. We would appreciate hearing from any readers who feel this way, and what, if any, alternatives they have discovered - (for example, see "Clips from the Clementsons" in the April 1977 issue of WIND VANE).

FARM AFLOAT

UPDATE

Occasionally, when the subject of "farming afloat" comes up, someone will say "What about hydroponic gardening? Wouldn't that work on a boat?" The answer has been "I don't know. And besides, that's so technical...and so - so - so unnatural!"

Hydroponics is the cultivation of plants by placing the roots in a medium other than soil - such as gravel or sand - and adding a nutrient solution, usually chemically derived.

We recently learned, however, about experiments taking place in Montreal and Washington, D.C. using organic hydroponics. It all started when the Canadian government funded a project to investigate the feasibility of rooftop agriculture. It was begun in the usual way - lugging tons of dirt up many stairs and carefully allowing for the stress of its weight. With a lighter medium, more space could have been utilized resulting in greater food production.

So the project workers decided to try organic hydroponics. For their soil-less medium they used a combination of vermiculite and perlite (in a ratio of 2 to 1) and experimented with nutrients such as compost tea and various mixtures of fish emulsion, liquid seaweed and bloodmeal (finally settling on a solution of $1\frac{1}{2}$ teaspoons of fish emulsion, $1\frac{1}{2}$ teaspoons of seaweed and 1 teaspoon of bloodmeal).

Their efforts were successful and came to the attention of a group in Washington, D.C. called the Institute for Local Self-Reliance. The ILSR was established to "investigate the technical feasibility

of community self-reliance in high density living areas and to examine the implications of such decentralization." They are active in the areas of municipal waste management, municipal finance, urban energy resources, urban food production, and community housing. Now, this doesn't have much to do with boats...but perhaps the urban dweller has the same "farming" problems as the seasteader - a need for greater yield in less space, and with much less weight.

The ILSR decided to do their own experiments in organic hydroponics (they had already developed a system of roof-top hydroponic gardening using commercial chemical nutrients). In their literature they stress the preliminary nature of their research. They are experimenting with different ratios of ingredients, and with sludge from a methane digestion plant which uses cow manure. The vegetables that are produced are tested to compare results from the different nutrients as well as for comparisons with organic vegetables grown in the ground and store-bought vegetables.

The results of their work should be of great interest to those of us who hope to become more self-sufficient on our boats. The plus factors for us are: less weight (about 2% of the weight of soil); higher yields can be achieved in less space with more intensive planting densities (hydroponic roots do not need to grow as far in search of nourishment as do the roots of plants grown in soil); and the apparent ease with which it can be done.

If you are interested in learning more about this subject, an Organic Hydroponics Packet is available from ILSR. It contains an introductory article, a report on their first year's experience, a reprint of an organic hydroponics article from the November 1976 issue of their newsletter, and a nine-page explanation of chemical nutrient solutions entitled The Chemistry of Hydroponics Made Easy (which doesn't look easy to me at all...compost tea, seaweed and fish emulsion I can understand!). They feel this description of the chemical solution is useful for background on the traditional method of hydroponics culture, as well as serving to point out its complexity as compared to the simplicity of the organic approach. To receive this information, send \$1.25 to:

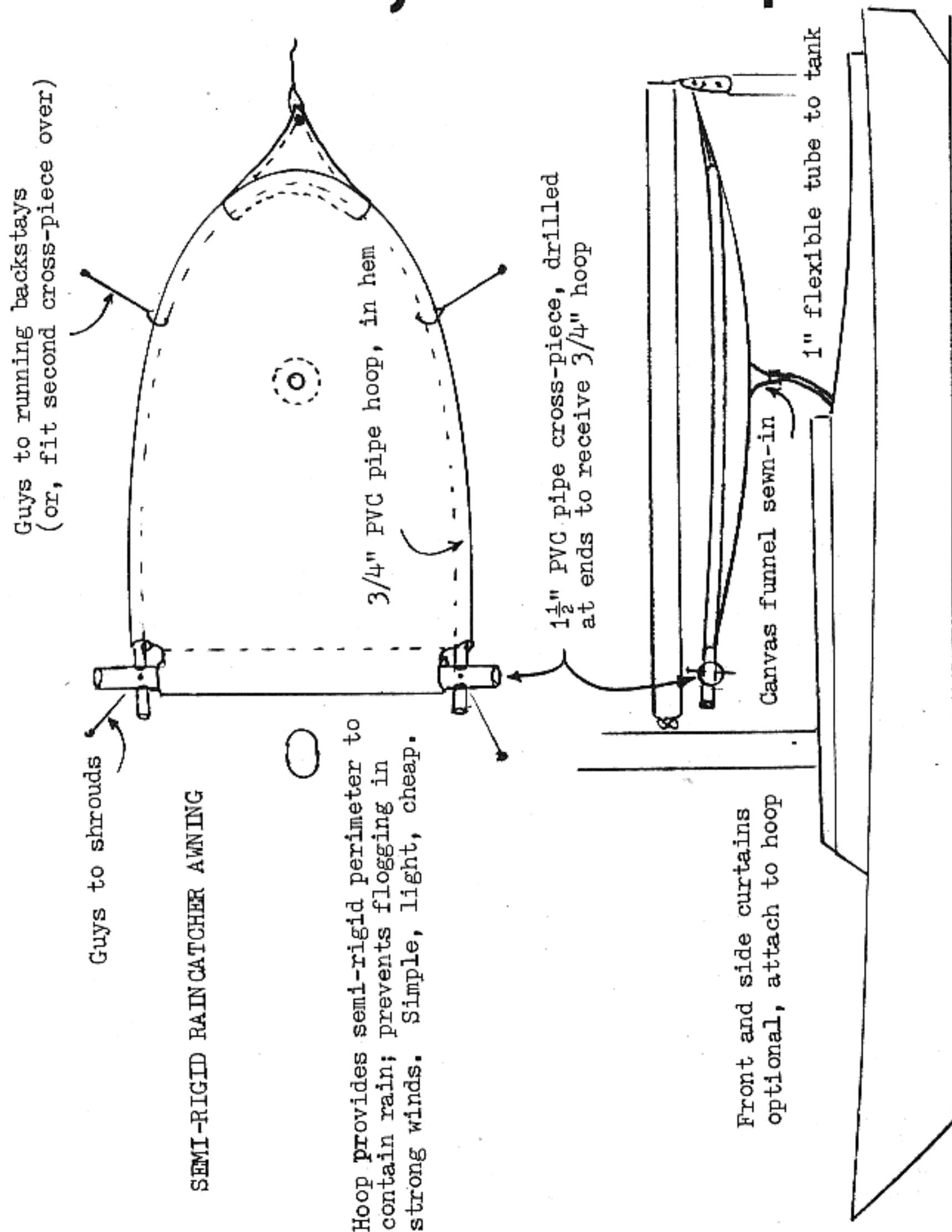
Institute for Local Self-Reliance
1717 - 18th Street N.W.
Washington, D.C. 20009

Ask for the Hydroponics Packet.

To keep in touch with their current research, however, you will need to subscribe to their bi-monthly newsletter Self-Reliance (\$6 per year...or they will send you a sample for only \$.50). They are interested in hearing from anyone doing independent research in organic hydroponics and would like to learn the results of anyone trying their solution. We at WIND VANE are hopeful, also, of hearing from readers who are experimenting with this possible answer to the fresh food problem on board their seasteads.

RAINCATCHERS

john hill
john marples



Here is an interesting idea for a rain-catcher from John Hill who recently sailed his 31' cutter TRILEMMA to the West Indies from England. He writes "We reached the West Indies stony broke, but we are managing to get our heads above water by various means, all due to our boat. Lyn has had jobs on charter yachts whilst I did day charters on TRILEMMA. Regulations out here are minimal and usually anchoring the boat off the right hotels is sufficient advertising. However, this got pretty boring and I now have a job ashore teaching navigation at the local high school."

About the rain-catcher John says, "I have not had to haul water from shore ever since I had this awning stitched up about a month ago. In a good shower, I can get 20 gallons or so in an hour."

WIND VANE also heard about collecting water from John Marples who, with Michelle Murray, is cruising French Polynesia in their 37' cutter BACCHANAL. John writes:

If you're in a rainy place you need a rain-catcher! We use a simple cockpit awning connected to a jerry jug and we haven't needed "city water" for months.

The system is simple, and making the parts is easy and inexpensive. Materials required are: some canvas scrap, thread and needle, rubber glue, and a length of garden hose.

Sew the canvas "spigot" together as shown in the sketches. Cut the two parts out from sailcloth (4 or 6 oz.) or canvas, or anything that's water repellent, strong and flexible. It helps to glue the pieces together with fabric glue or contact cement or some-such before stitching. (This trick is a great aid in all make-your-own canvaswork.) It then takes only about half an hour to sew the tube by hand.

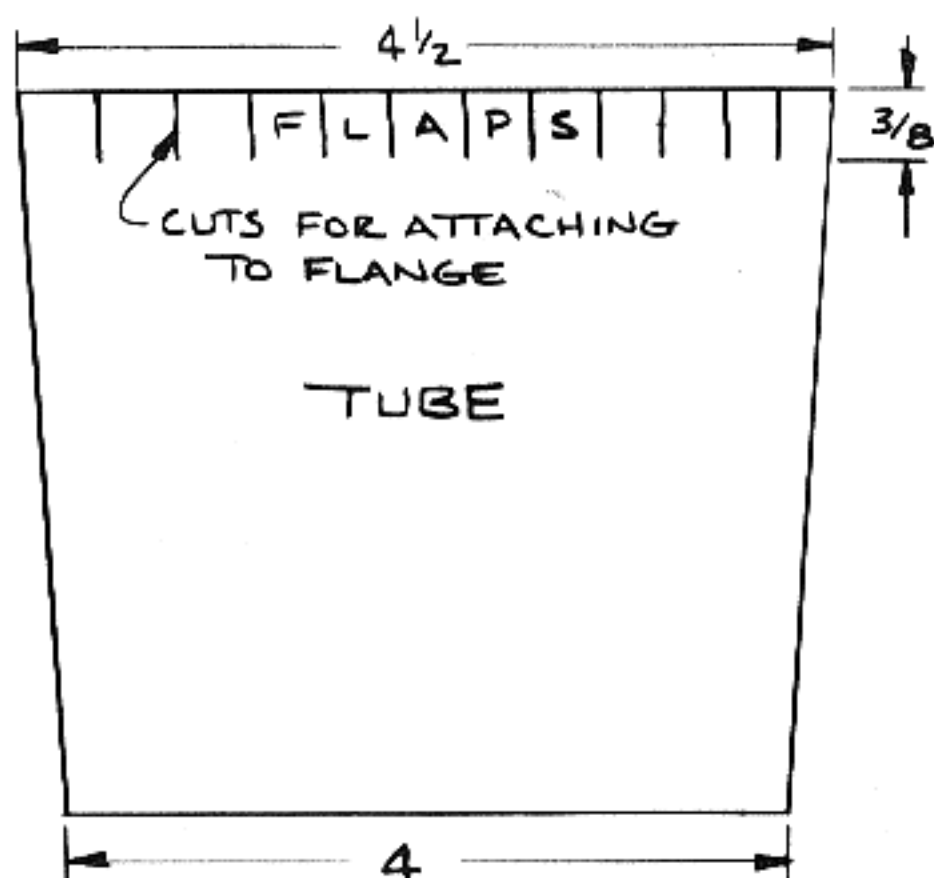
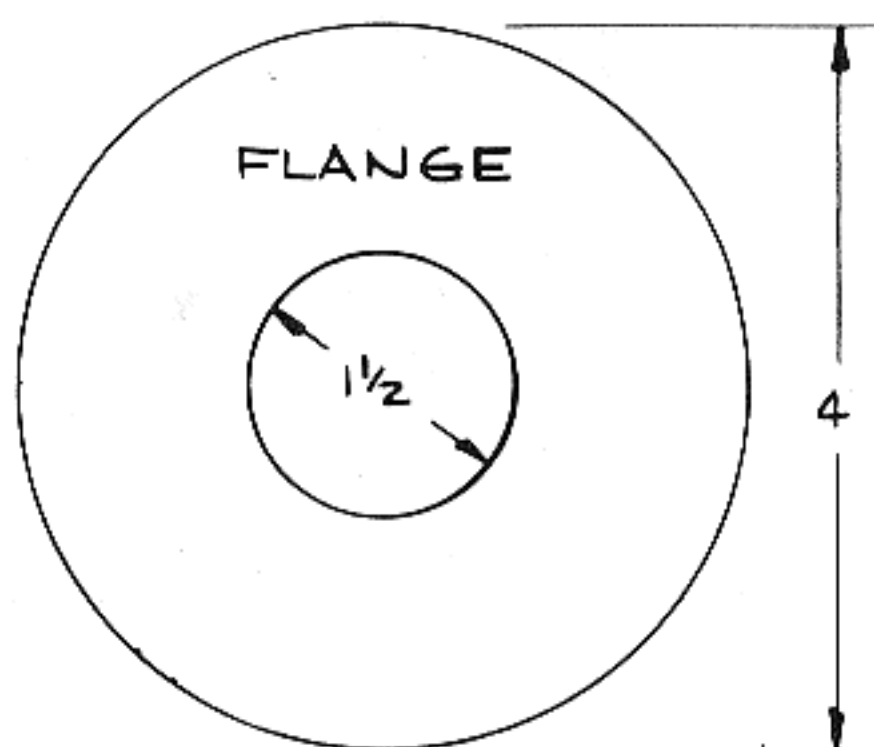
Slip the hose into the canvas tube and seize around it with light cord, about 1/8" dia. Be sure to cut the hose long enough to allow an extra foot or so to extend down inside your 5-gallon jerry jugs or directly into your water tank. This is so that the hose won't be pulled out when the awning flaps in the breeze.

Locate the spigot at a low spot in your awning. If there isn't one, a suitable "instant gutter" can be made by installing pairs of grommets in opposite edges of your awning, and lashing the grommets together...thereby forming a gutter or low spot.

If your awning is dirty or salty, hang the hose overboard for a while - when it first rains - before putting it in the jug. Then the water is free of salt and dirt, and completely soft...so nice for laundry and showers (we catch enough water to shower every day with our garden sprayer).

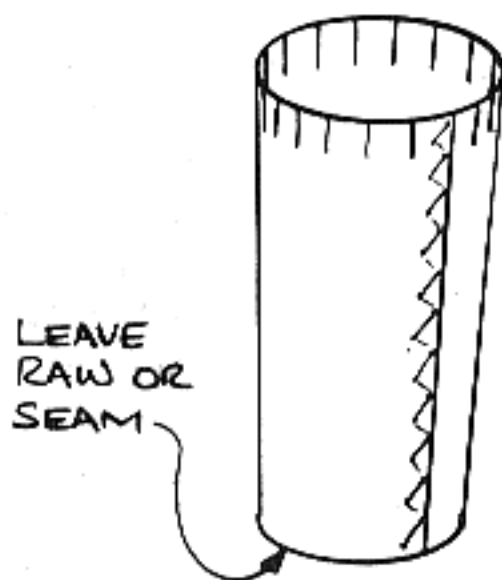
It sometimes rains so hard in the South Pacific that our hose spurts water like a garden hose! With a little rain every few days, we don't have to lug around those heavy jerry jugs to bring water aboard...and best of all, our water supply is naturally "distilled."

(Ed. note -- rainwater also makes an acceptable, thirst-quenching no-ice highball mixer!)

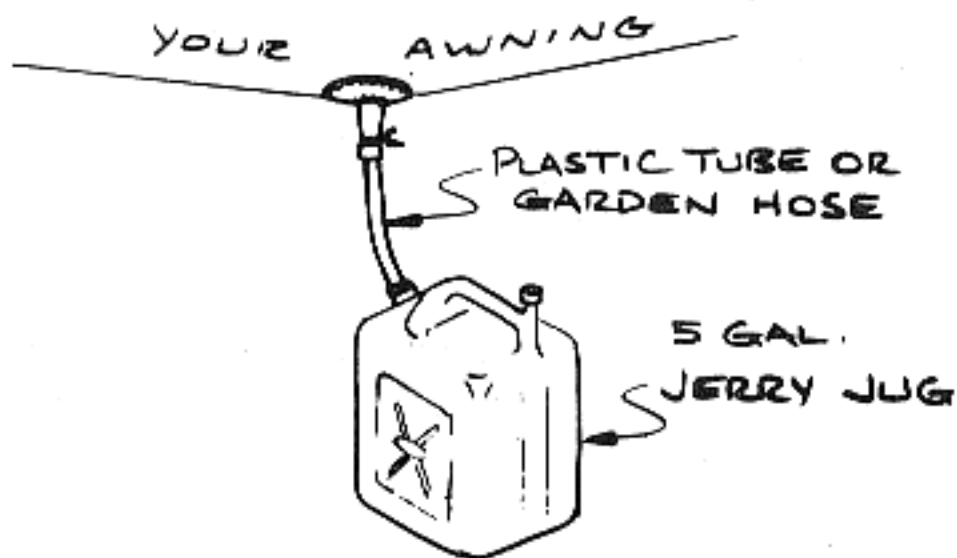
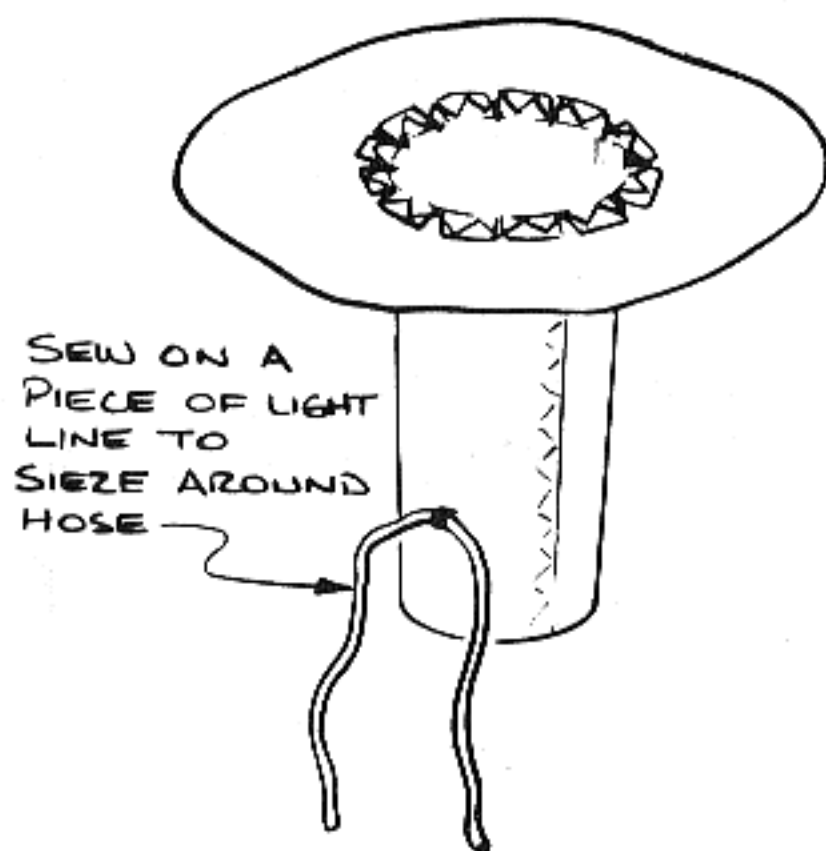


ASSEMBLY

1. ROLL TUBE, GLUE & STITCH SEAM.



2. GLUE & STITCH TUBE TO FLANGE WITH FLAPS, SEAL HOLES WITH RUBBER CEMENT.



Chuck Phillips was building a 31' sailboat in Oklahoma when "Uncle Sam invited me back to Vietnam." In Vietnam, Chuck began the construction of a 40' boat, which was 75% complete when "we left rather suddenly. I hope Ho Chi Minh City's yacht club can finish it."

Chuck says he interprets seasteading as survival, about which he is an expert...he spent three years teaching American soldiers how to survive in the jungle. "I lived there, ate there and was able to apply the same knowledge to Malaysia, New Guinea, the Philippines, etc. I hated G.I. combat rations, so I subsisted primarily on game and food that I obtained. I trapped and hunted silently with bow and arrow, slingshot and native weapons - and traded with friendly natives for tea and other things. We never wanted for food."

The following article recounts some of the things Chuck learned during those three years. You may never need - or want - to use this information, but you just might find yourself there someday...whether by choice...or by chance...

BASIC SURVIVAL

chuck phillips

Let's say you've been blown off course, sunk, or whatever - and you make it to land. The chances are great that you may go ashore somewhere with no signs of cars, big cities or other possible assistance. Suddenly you've got to use your wits. It's best to be prepared for what may never come...

Get to a friendly village as soon as possible. It is difficult for a person unfamiliar with the jungle to survive without native help. Before entering a strange village, whether friendly or not, hide your weapons. If the natives aren't friendly, the weapons will be confiscated. If they are friendly you can always go back and retrieve them from where they are concealed. Areas around southern Philippines and North Borneo have inhabitants who will cause you to "disappear" if you have weapons or other valuables on you.

There are many areas where the natives still live as in the old days and some parts of the Philippines are still taboo. In the fall in Northern Luzon it's considered good practice to present a prospective father-in-law with a Christian head to show good intentions. In the South, far down the Sula Archipelago, a bright trinket may be cause for you to lose your head.

So...when requesting native assistance...

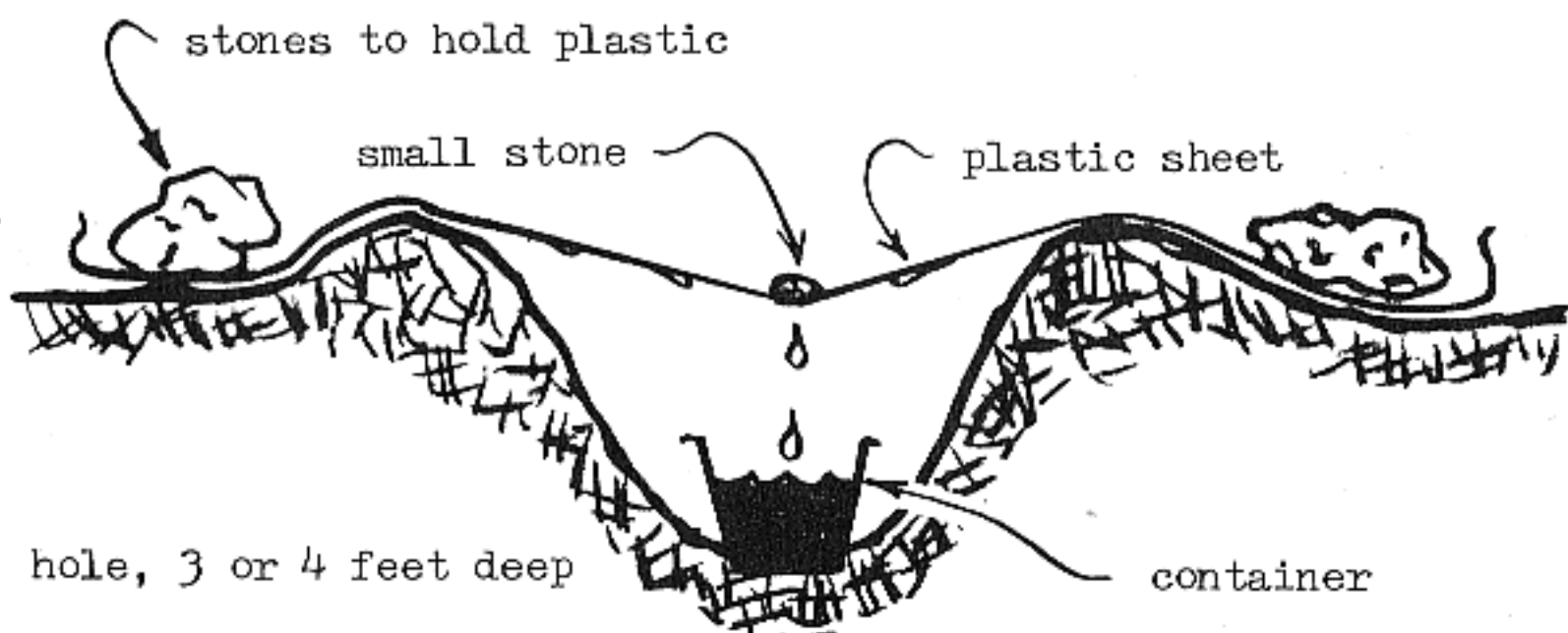
Show yourself and let the natives approach you.
Deal with a recognized headman.
Do not approach groups.
Do not display weapons.
Do not risk being discovered by children.
Treat natives well - there is much you can learn from them.
Respect local customs and manners.
Learn all you can about woodcraft.
Take their advice on local hazards.
Never approach a woman.

Shelter. Pick a high spot to make camp. Stay away from dry river beds, dead trees, and ant nests. Avoid bat caves, as droppings may cause rabies. Do not sleep on the ground if you can possibly help it; build a platform of bamboo or other available material. It will assist in keeping away insects, reptiles and other undesirable bed-mates.

A thatch shelter is made by covering the basic A-type framework with a good thickness of palm or other leaves, pieces of bark, or mats of grass. A shelter of this type can be made waterproof. After finishing the shelter, dig a small drainage ditch just outside its lanes and leading downhill to keep the floor dry. Again, avoid sleeping on the ground.

Water. Water is more important than food. If you have no water, don't eat. Check all drinking water for leeches and other small animals that are probably swimming around. In dry areas, water can usually be found by digging a hole 2 or 3 feet deep in bottoms of dried-up streams and river beds.

On an island, dig a hole in the sand about ten or more feet above the high tide line. The water will be brackish but drinkable. If you have a clean container, and a piece of dark plastic, you can purify the water with an old survival trick:



The sun will cause moisture in ground to evaporate, then condense on underside of plastic, running down to where small stone is, and dripping into container. (On a boat when there is no rain, no land for a ways and tanks are getting low - pour a couple of buckets of salt water in the dinghy, set weighted plastic bucket in bottom, stretch plastic over dink and tie down corners, then toss in an old shoe or something to make a depression.)

Many vines have water in them. Cut the vine through, then make a nick in the vine about 3 feet above the cut; a potable liquid will drip out. Do not let your lips touch the vine. Avoid any vine, plant or tree with milky juice as many are poisonous.

Water can be found at the base of the leaves of palms, or in sections of dead bamboo. A section of bamboo placed against a tree will collect water during rain. Moisture collects under leaves in the dry season; rub these with a cloth or other absorbent material and squeeze into a container.

If water is scarce, move at night, resting during the day to conserve body moisture.

Food. There is plenty of food in the tropics if you know where to look - but forget the old saw about eating what the birds eat. The metabolism of the human body is a bit different from that of a bird...birds eat strychnine with no ill effects.

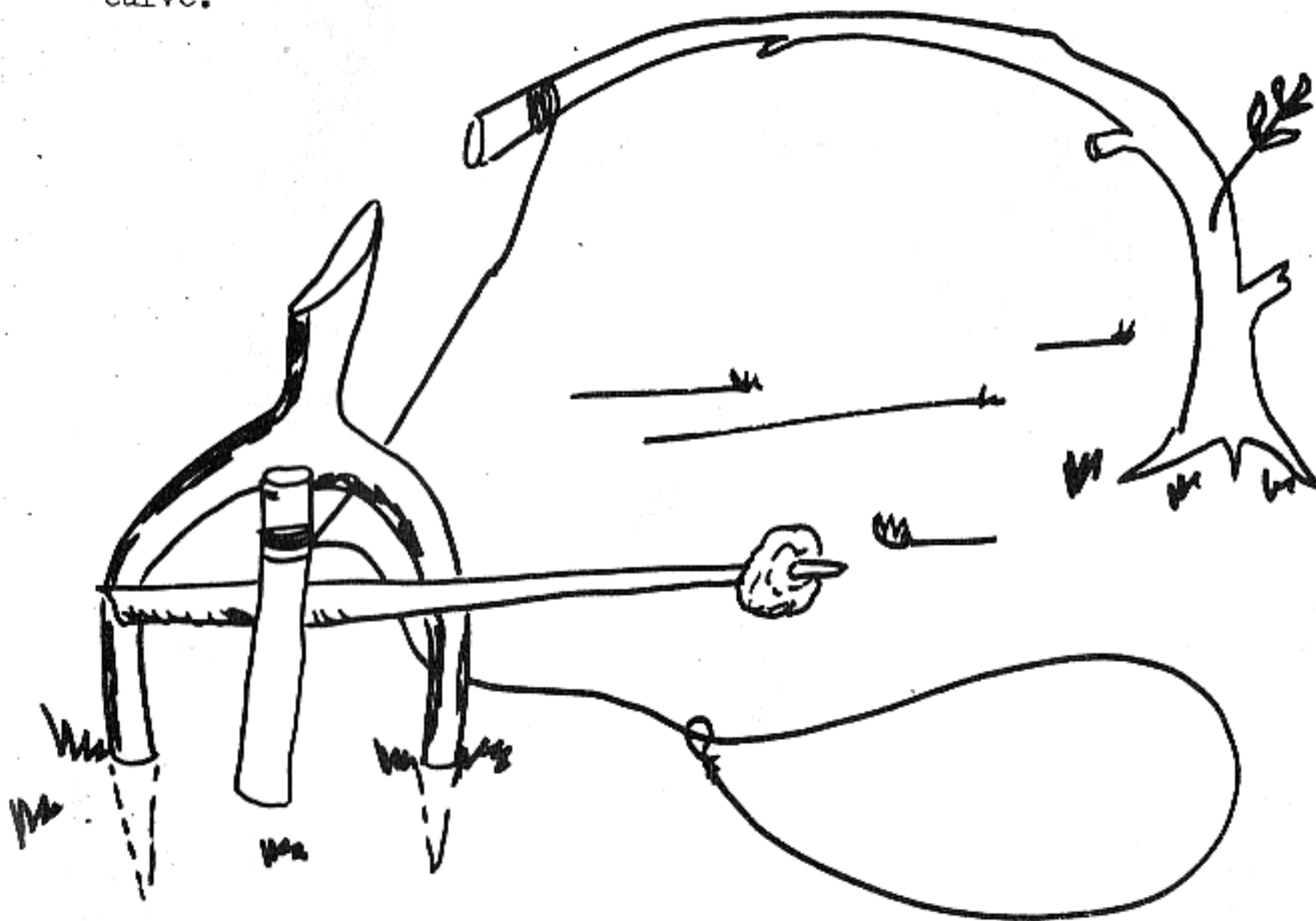
Plan one good meal a day but nibble on any food you may have or can find. You can eat strange food in small quantities and then wait for a reaction. Avoid all mushrooms; there is little nutritional value in them and much danger - especially the red ones. (In Iceland - where I am now stationed - the red mushrooms were much prized by the Vikings, as they were fed to the "berserkers"; these were the fellows at the front of the boat who went into battle first, swords swinging frenziedly...the cleanup crews followed.)

In villages eat only food that is hot, if possible. If for fear of offending your host, you have to eat native food that is not hot, take a pill to avoid dysentery (if you are fortunate enough to have them). All vegetables or fruit procured in a village or handled by natives should be peeled.

Grasshoppers, ant eggs, hairless caterpillars, larvae and termites are good when cooked. Remove heads, skin and intestines of snakes, rats, mice, frogs and lizards before cooking. Bats can be caught in caves by flailing the air through which they are flying with a multi-branched stick. Inasmuch as they carry hydrophobia, try not

to get bitten. In Southeast Asia (Thailand, Burma, Laos, Cambodia, etc.) bats live in trees in the dense forest.

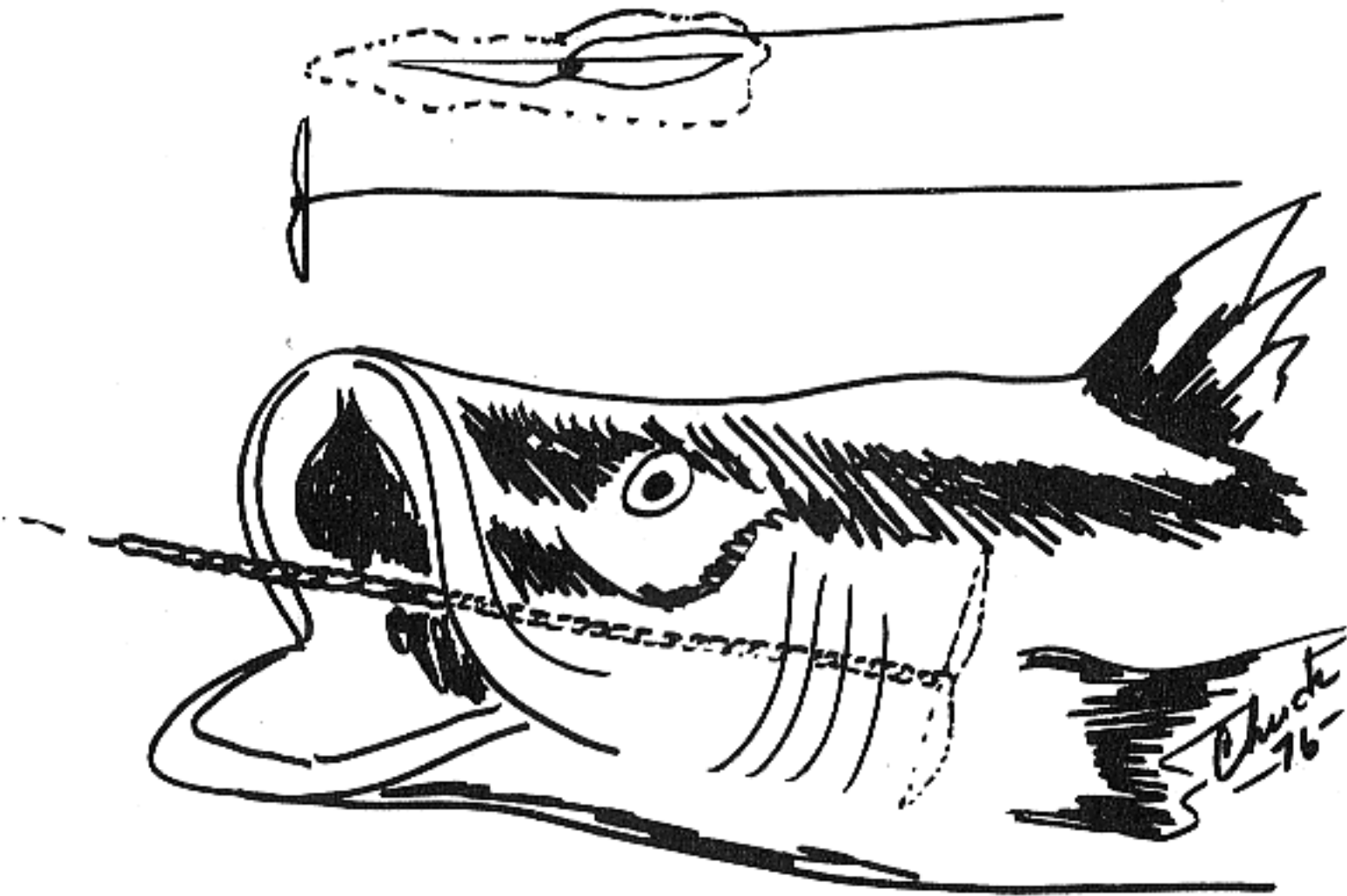
Indiscriminate placing of traps or snares is a waste of time. Small game such as rabbits and mice travel on paths through the vegetation. Set traps in or over these trails. A serpentine fence will guide certain birds, like pheasants and some larger animals, to your traps. Cut or collect brush for the fence and build it at least 2 feet high. Place traps in the depth of the curve.



Hanging Snare
(drawn out of scale)

There is no hard and fast rule to determine what fish are edible. But avoid all strange or oddly shaped fish. Only those mussels, clams, oysters and other shellfish that are found underwater at low tide should be considered safe. Salt water fish and shell fish can be eaten raw. Do not eat eggs or intestines of any fish. Salt water snails come in all sizes and shapes and all are good to eat. Avoid cone snails and terebra - some have poisonous stings that could be fatal. Never eat fresh water fish without cooking, or when flesh is soft or eye sunken, for they are probably diseased. Fish are attracted to light, so a torch can be used at night to catch them. A net can be woven from bamboo. Fish in ponds or at the edge of the beach can be driven into the shallows by flailing the water with hands or brush. Clean fish immediately after catching. Do not try to preserve meat or fish for any length of time - in the tropics flesh of any kind spoils rapidly unless dried or smoked.

Baited Skewer

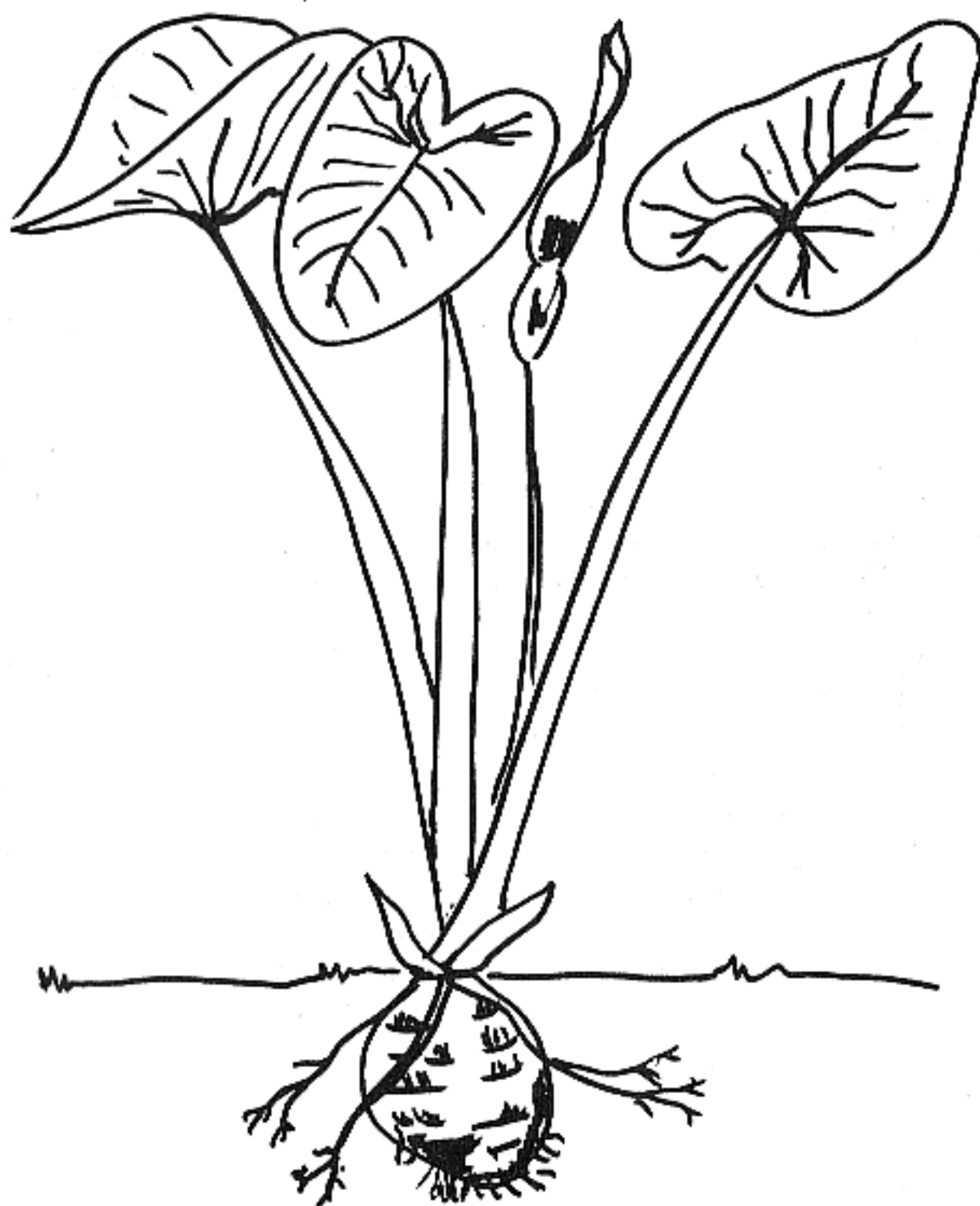


Ye Olde Baited Skewer Trick

The reason for the strong, somewhat unpleasant odor and taste of shark is due to the blood-urea content which is sometimes 4 to 6 times as high in shark as in other fish. Shark is best if soaked 2 to 3 hours in brine, preferably chilled, with the water changed 3 to 4 times.

Cook all plants prior to eating. To eliminate bitterness in plants boil in two or more changes of water. The natives of Southeast Asia, south to Australia and the various island groups in the area use the "slash-burn" method of farming and sometimes move whole villages leaving formerly cultivated areas throughout the jungle where you may find such things as coconut, banana, plantain, taro and papaya.

Possession of a knife is vital for successful foraging. If you don't have one, a serviceable blade can be made from split bamboo. Split dry bamboo with a stone, break out a piece, sharpen on a stone, fire-harden and re-sharpen. You will have a crude but effective tool or weapon.



Taro, found in moist shady places - in forests, near streams. 2-3 feet high, flower usually yellow. Eat whole plant, boiled or raw.

A knife is the most valuable survival tool you can own. Forget the big Bowie knives and the like. And forget stainless steel - it's a bitch to sharpen and won't hold an edge. Get a good name-brand knife with a 5 to 6-inch blade, high carbon steel, and two grades of sharpening stones. A good alternate is a folding knife with a locking blade such as those made by Gerber or Buck. I carry mine in the leather belt pocket that Buck supplied and have honed it to shave with. I've dressed out a water buffalo without sharpening it. Another good knife is Westmark. I have the model 701 that my Dad gave me before I went to 'Nam in 1963. It's still razor sharp. Stay away from the so-called "stiletto" type survival knives. They're good if you get into an altercation and want to push it between someone's ribs, but it isn't worth a damn to hunt, fish, dress meat, build a shelter or much of anything else. With a knife you can make a bow, a spear, arrows, a Malayan throwing stick - or whatever you want to hunt your own pig, goats, ducks or other game.

For smoking meat, palm is every bit as good as hickory. It burns with a clean white smoke. We've smoked wild pig and goat with it. Dee Licious!

Many tropical diseases are insect borne, so use repellants freely if you have them.

Take time to repair clothing. It helps prevent insect bites and further destruction of clothes.

Be careful. Don't use trees and vines to pull yourself up hills, as thorns, ants, scorpions and other critters will very probably be encountered and make sores that may become infected. Use a walking stick to push aside vines and bushes.

Poisonous reptiles and large mammals will cause few problems; they are as afraid of you as you are of them.

If you have a small survival kit, most articles will be self-explanatory. Waterproof adhesive tape can be used to make temporary repairs to clothing. Fish line can be used for snares. Three fish hooks, shafts tied together with hooks pointing out, can be used on fish line to snare fish, crabs, and other edibles. A fish hook fastened to a length of line, baited with fish or meat and left near the seashore or a field may be used to catch birds.

Be observant. Examine your surroundings carefully. Thorns from bamboo or trees can be used as needles. Strips of vines can be made into thread. If you need rope, vines can be made to serve that purpose. Your food and shelter, in fact your life, may depend on your ability to make use of things around you.

CAP'N GRUNT SAIZ . . .

IF you've never eaten Grunt's Galloping Greasy Grits and Gawdawful Goolash - or Grossly Grated Groats Gumbo - or Guava Guacamole...

IF you've never tried to use a bucket head in the forepeak while thrashing to windward during a blow in the Gulf of Tehuantepec...

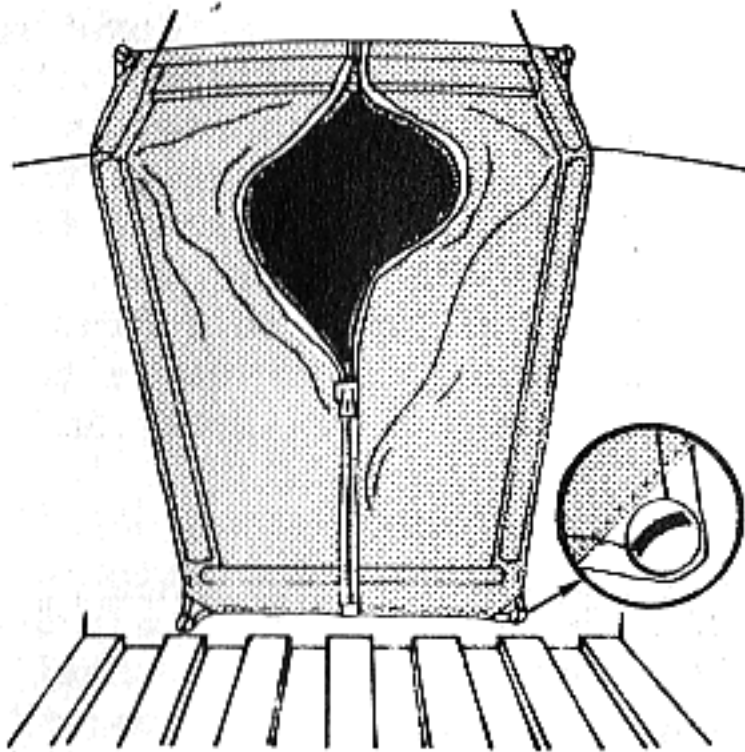
IF you've never inadvertently followed in the wake of the ORIGINAL FLOATING UGLY AMERICAN from port to port and suffered the mass disdain of the locals as a result...

THEN. . . quite possibly you're leading a sheltered life - and need to expand your horizons with a subscription to

WIND VANE

HATCH SCREEN

cynthia hatfield

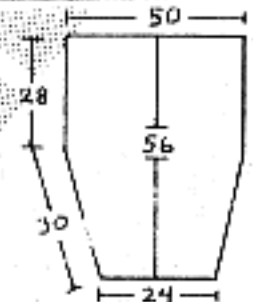


Easy to make, use & store; allows hatch to function from inside cabin without being removed.

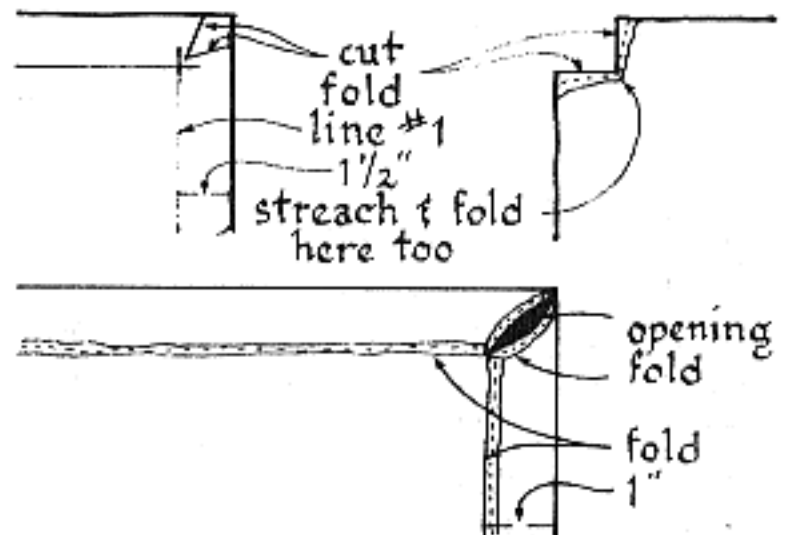
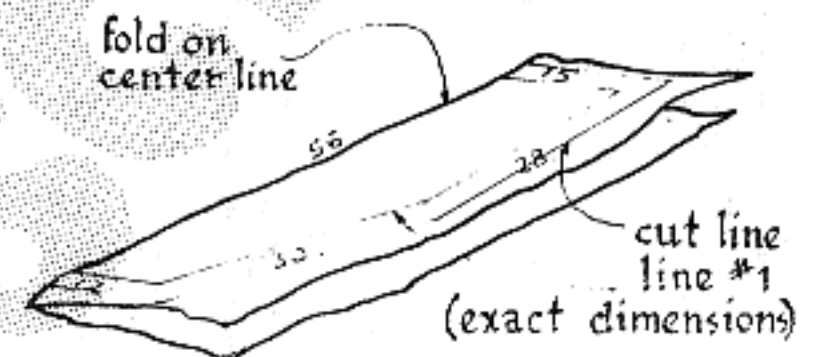
Materials Needed ~

- 4 $\frac{1}{2}$ x 8 roundhead brass wood screws
- \approx 2 yds. nylon mosquito netting
- \approx 5 ft. heavy-duty Delrin zipper (local canvas shop)
- \approx 10 ft. $\frac{1}{4}$ " nylon shock cord

1. Measure outside combings... measure vertically across center of opening (this is the length zipper to buy.)



2. Rough-cut screen about 5" excess of measured dimensions.
3. Mark centerline (felt-tip pen) & pin sides together.
4. Mark exact dimensions (line #1) ... use $\frac{1}{2}$ horizontal measure, since fabric is doubled.
5. Mark $1\frac{1}{2}$ " outside line #1 & cut.
6. Corners:
 - a) cut a V out of all 4 corners, apex ends $\frac{1}{8}$ " from line #1.
 - b) turn under and stitch.
 - c) you now have a hemmed, 90° angle in each corner.
7. Stay-stitch around outside of screen $\frac{1}{4}$ " from edge. Turn under on these stitches.
8. Turn under 1" ($\frac{1}{4}$ " from line #1) and double-stitch $\frac{1}{8}$ " from edge.
9. Zipper:
 - a) pin to centerline ~ front side.
 - b) stitch to screen (use zipper foot)
 - DONT STITCH THROUGH HEMS**
 - c) unzip, cut through center-line, fold over and stitch. (across top & bottom of zipper tape also.)



10. Thread shockcord (use \approx 12" less than circumference), knot & lash.
11. Mount screws in corners of companionway. (outside combing!)
12. Pull cord out slots in screen corners & loop around screws. **VOILA!**

© CYNTHIA HATFIELD 1976

COLLISION PATCH

tim
mann

Have you ever wondered what you would do if your boat suffered an underwater collision - not severe enough to sink her immediately, but still one that inflicted major damage on her or caused some sort of leak - while you were cruising in a remote area far from the nearest haulout facilities? This was one of the mishaps I anticipated when outfitting SPICE for a South Pacific cruise. Since there were no places to haulout along my proposed route, I went looking for some sort of compound or goop which could be applied underwater to a damaged boat, harden or cure there, and stop the leak.

The first thing I found was Z-Spar's Epoxy Splash Zone Compound... guaranteed to apply, stick and harden underwater. And at a price of \$30 per quart guaranteed to inflict heavy damage on my usual economy budget! Then I remembered that a few years previously I had helped a friend refloat his Monterey-type fishing boat which had been badly holed after dragging onto a rock breakwater. It had been dragged to the beach and generally given up on by all the locals as a lost cause since the nearest boatyard was a couple of miles away and there were no cranes or heavy trucks available capable of hauling her overland that distance. Her port side was about half gone below the water line, and she was in 5 feet of water at high tide. Well, we cut out some rough patches from $\frac{1}{4}$ " A-C plywood, smeared them with some black goop, and nailed them over the holes. When the tide came high the boat floated right off...and the patches sealed so well we didn't even have to bail her on the way over to the boatyard!

With this in mind, I set off to the lumber store where, in addition to plywood and nails, I bought a gallon of Henry All-Weather Wet Patch Plastic Roof Cement for \$3.07. Then, donning mask and snorkel, I spent an afternoon experimenting underwater on boards, fibreglassed surfaces, bottom-painted surfaces, stainless steel trimtabs, holes drilled in boards...in short, everything I could imagine I might have to repair with the stuff. I came up after an hour with a grin on my face and goop all over my hands and the dinghy (it came off easily, however, with a rag and kerosene or thinner). But it stuck to the boat! It stuck to fiberglass, stainless, boards...but not to the bottom paint. I discovered, however, that when I scraped the bottom paint off to the glass underneath, it would stick just fine. After a week underwater, the goop had gotten even harder, and seemed to adhere better. The next test was to slap some of it on underwater just before a good rollicking sail. It still stuck quite well, even after being sailed at 7 to 8 knots for a day.

Since then, I've used the stuff to do a couple of enroute repairs -- once after dinging the hull with an anchor, another time from bumping a coral head lightly with SPICE's forefoot. When I did get around to hauling the boat, I scraped off the goop and washed off all the residue with a kerosene rag (it re-dissolves easily even after a year or so), and found the wood underneath dry and ready to glass.

This goop is also very handy to use as the sealant on a quickie patch, to be nailed on over a stove-in plank or unexpected hole.

To apply either epoxy or goop, smear it on with the palm of your hand - or a putty knife for fastidious types - until the stuff seems to "take" to the surface. Scrape or sand the bottom paint first if you can. The important thing is to rub it on and get a thin film stuck to the surface before you glob on a heavy layer. The same application method is used for either epoxy or goop... but to get the epoxy off your hands and tools will require some toluol or acetone rather than kerosene.

So...if you've got a ding that is letting water into your fiber-glassed wood boat, worms into your wooden planked boat, or seawater past the paint barrier on your steel boat, you can either dip out a blob of \$30 per quart "ESZC", or \$3.07 per gallon goop. Henry All-Weather Wet Patch Plastic Roof Cement - "Sticks in the Rain" - can be obtained at most hardware or lumber stores (Henry is a nationally distributed name-brand adhesive line). The others I've tried generally don't stick to wet surfaces...which is the whole point.

I hope you never need to use it, but hope you have some if you do.

SEED-SELL-OFF

This is to announce our Annual Seed-Sell-Off for Vegetable and Herb Seeds, July 1 to October 31. All seeds are sold at 50% of the catalog price...for instance, a packet of "Cress - Fine Curled" which regularly sells for 25 cents will sell for 12 cents in the Seed-Sell-Off.

Anyone wishing a copy of the Seed-Sell-Off List can have one by sending 50 cents in coin or stamps to:

Shades of Green
16 Summer Street
Ipswich, MA 01938

The lists will be mailed late June.

Sincerely,
John Beedle

CLEARWATER - A SOLUTION



STEVE BROWN

If you're over 40, the name Peter Seeger probably evokes images of banjos and song-fests, and sets such tunes as "Irene, Goodnight," "Tsena, Tsena, Tsena," and "Wimoweh" running through your mind. But for many others, Pete Seeger is best known as the founder and guiding spirit behind the 106' sloop CLEARWATER, a replica of the traditional Hudson River Sloop. From the day she was launched in 1969, the CLEARWATER has sailed the Hudson River and Long Island Sound each year, delivering an environmental message to those who will listen.

Pete recently wrote to WIND VANE saying, "For some, riversteading or lakesteading may be a worthwhile endeavor. A number of us are really interested in seeing how we can make sailboats a part of the river again - not just as toys for rich people, but as working sailboats used for cargo carrying, ferries, and right now as assistance to the sloop CLEARWATER which is putting on a drive to clean up the river."

The problem is that the CLEARWATER usually cannot visit any town more than once a year. Yet members of local sloop clubs (these are volunteer organizations which support the CLEARWATER program and participate in its activities) would like to take many people sailing, showing them the beauties of the river and teaching them to see and understand the fragile quality of its life systems.

With this in mind, Pete has suggested a 32' "Sloop Ferry" as a solution. He proposes that the smaller sloop be owned either by a private individual or a sloop club; but in either case it would be clearly understood that it does not carry "passengers" - only non-paying guests. In this way, no Coast Guard license would be required and the boat could be skippered by a skilled amateur.

The "Sloop Ferry" will be rigged like the CLEARWATER. With one big cockpit, she will be able to take 10 or more people out on daysails. Below decks there will be only storage space and crawlspace...except for a small head. The cost of the boat will be between \$7000 and \$30,000 - depending on how much of the boat is handmade and how much is bought.

A boat of this type can be used in many ways:

1. Sloop clubs can:
 - a) do CLEARWATER-type programs in their home communities, at very low cost, by taking out students and assorted citizen groups on daysails.
 - b) build a core of trained sailors and river people through membership in the sloop club.
 - c) ferry people across the river to festivals.
2. People on other rivers, bays and lakes can develop CLEARWATER-type programs. Their sail can carry a CLEARWATER emblem if their program is approved by the CLEARWATER organization.
3. Such 32' vessels can accompany the sloop CLEARWATER to help out in various ways:
 - a) be a bookboat, a cookboat, a ferry to shore.
 - b) help organize new sloop clubs.
 - c) be a home for the permanent crew on their days off.
4. It should interest private individuals who want a large daysailer, not a conventional family cruising boat.

The Beacon, N.Y. Sloop Club has already gone ahead with plans to build one of these 32' sloops. They intend to have the captain, crew and all guests wear a class-II lifejacket at all times - thereby keeping insurance to a minimum. They estimate it will cost from \$2 to \$10 per day to take the "Sloop Ferry" out on a daysail...whereas it now costs the CLEARWATER from \$500 to \$1000 per day.

To carry out this kind of program, there has to be financial support. The majority of this support comes from The Hudson River Sloop Restoration, Inc., a non-profit, 8000 owner-member organization whose "whole purpose is to defend and restore the Hudson River." Their environmental action program has played an important role in investigating and controlling pollution of the Hudson. But the primary contribution of the CLEARWATER and the HRSR is the education of the people, young and old, whose lives and whose

children's lives have been and will be affected by what happens to the River.

If you want to help accomplish these goals, or if you want to learn how to implement this type of program in your own community, send your tax-deductible contribution to:

Hudson River Sloop Restoration, Inc.
112 Market Street
Poughkeepsie, N.Y. 12601

Types of memberships are: Associate Member (students and senior citizens) - \$5; Individual Member - \$10; and Family Member (parents and children under 16) - \$15. Members of HRSR are entitled to: free sails on the CLEARWATER; the monthly newsletter "North River Navigator," a dependable source of information on environmental and historical matters relating to the Hudson; and participation in local Sloop Clubs and Environmental Action Programs.

In a pamphlet describing the CLEARWATER program, Angela Magill, President of the Hudson River Sloop Restoration, writes: "The Hudson River belongs to everyone in America; it is our heritage and our children's birthright. CLEARWATER is for people, now, 'and ever so many generations hence'."

RESPONSE RESPONSE RESPONSE RESPONSE RESPONSE RESPONSE

Just a word of thanks to our great WIND VANE staff. We are still builders ourselves and very anxious to put to use the knowledge from fellow seastealers. Let's hear more about solar energy at sea. Popular Science magazine has advertised solar dehydrators that appear quite compact and cost about \$50. Has anyone put this sort of system to use?

All our best,
Skip & Sue Heydecke

(Ed. note -- we are planning to build and use a simple solar dryer aboard SCRIMSHAW this summer and hope to be able to tell you about it in the October issue of WIND VANE. In the meantime, can any of our readers answer the Heydecke's question?)

SAILING & SEASTEADING OUTBOUND COURSE

This is a charter-course being offered out of Largo, Florida by Captain H.P. Jenks, a retired military officer and experienced sail instructor. His boat, the 30-foot sloop GOLDEN EAGLE, is "equipped with almost everything - dinghy, 2-way radio, etc." The course is "designed to give an introduction and appreciation of the wonders of the sea, both animal and plant life, and just a touch of the history and hardships and survival of man under a controlled primitive but flexible shipboard environment."

The brochure describes a typical 30-day charter which includes such things as gathering, preparing and eating a variety of sea-foods such as clams, crab, scallops, fish and lobster; growing sprouts; learning to identify and use local animal wildlife and plants; treasure hunting; first aid. The course also offers instruction in various aspects of seamanship such as chart reading, tides and currents; celestial navigation; anchoring techniques; weather patterns and heavy weather sailing; knots, ropes and lines.

Below is the price list for 1977...please note that Capt. Jenks is offering, to Wind Vane subscribers only, $\frac{1}{2}$ -price on a one-shot, one-time basis!

	Boat	Daily Capt./Instr.	Total	1/2 PRICE
4 day cruise-course	\$25	\$50	\$ 300	
7 " " "	\$25	\$45	\$ 490	
15 " " "	\$25	\$30	\$ 825	
30 " " "	\$25	\$20	\$1350	
60 " " "	\$25	\$15	\$2400	

These are one student/one instructor personalized prices. Add 20% for each additional student or guest. These prices do not include consumables such as food, drinks, fuel, dock fees, customs, etc. Capt. Jenks requires a 50% deposit at least 2 weeks in advance, the balance payable when you step on the boat. "I have never had an unhappy customer," says Capt. Jenks, "and will refund their money if I have time to fill their scheduled spot."

Normally, Capt. Jenks runs his operation on the Florida Coast and Keys; but he writes that he is planning to charter-cruise the Caribbean starting in February, 1977 returning to Florida by early October with stops about every 10 days to drop off and pick up scheduled student-passengers, and for mail.

So if you are interested in learning more about this unique opportunity, address your questions to:

Captain H.P. Jenks
437 Buttonwood Lane
Largo, Florida 33540
Phone (813) 584-4102

WIND VANE. . .

A quarterly publication written, edited, and published by cruising sailors interested in furthering the concept of self-sufficiency afloat. Subscription rates are \$6.00 for one year (3rd class mail) \$7.00 for one year (1st class mail) \$8.00 for Canada and Mexico and \$10.00 for all other countries.

Editor

Jo Anna Brown

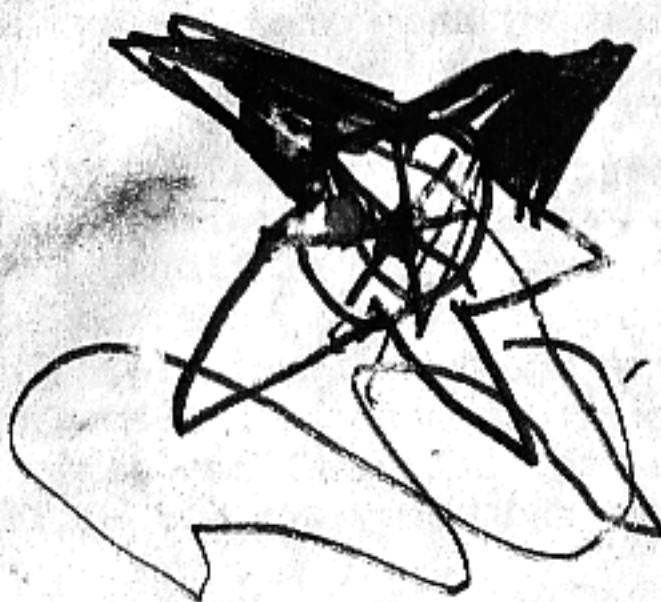
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TO:

