

# PROJECT

# CANVASBACK

225 Silverside Street • P.O. Box 191 • Hammond, Oregon 97121 • Telephone (503) 861-3272

28 April, 1986

Mr. Ronald Reagan, President  
United States of America  
The White House  
Washington, D.C.

Dear President and Mrs. Reagan:

Please accept our cordial invitation to attend and address the launch of **Project Canvasback**, a fully-equipped floating medical clinic that will provide free medical and dental services to the U.S. administered islands of Micronesia. This 71-foot sailing catamaran is one of the largest in the world and has been built almost entirely by skilled volunteers. It is certified by the United States Coast Guard and will be staffed by a rotating pool of volunteer physicians, dentists, and other health care professionals who will donate a minimum of one month's time to provide services to these poverty-stricken islands.

United States Senator **Mark Hatfield** (R-Ore.) is a member of the **Project Canvasback Advisory Board** (Canvasback is a non-profit membership organization). His generous involvement is most helpful to us and is of course, deeply appreciated. The vessel has been invited to be a guest exhibitor at Expo 86 in Vancouver, B.C., Canada, and will be on exhibit there August 16-26.

The **launch date** is **June 15, 1986** with the "splash" set for 6:00 PM Pacific Daylight Time. During the preceding week there will be a variety of launch-related activities (transporting the vessel from the construction site to the launch site, etc.). The vessel will be launched at Hammond Harbor (Astoria, Oregon), at the mouth of the Columbia River.

Because of your active involvement in humanitarian ventures throughout the world, I am confident that you will find this unique medical sailboat worthwhile. Conducting you on a tour of **Canvasback** will indeed be a privilege. I am enclosing one of our media kits that provides more information. In the event that you are unable to attend, we would be greatly honored to have a short note or telegram from you to read to those in attendance. We are anticipating media coverage, so a video-taped message would be the next-best-thing to your presence. A self-addressed envelope is included for your convenience, but hopefully you will be here in person and won't need it.

Respectfully,

  
Jamie Spence  
Executive Director

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PROJECT



LAUNCH ITINERARY

June 8 and 9, 1986 (Sunday & Monday)

Drop front wall of "Construction Facility." Pull ship out, Put wall back up with aid of Maranatha Flights International volunteers.

June 10, 1986 (Tuesday)

Re-attach wheelhouse ("doghouse" in boatman's terms)

June 12 & 13, 1986 (Thursday & Friday)

1:00 PM PDT June 12 - Move Canvasback to Hammond Harbor at the mouth of the Columbia River

June 15, 1986 (Sunday)

Launch Celebration at Hammond Harbor

- 4:30-Reception
- 5:00-Project Canvasback Highlights
- 6:00-"S P L A S H !"

Post launch ship tours

WEST COAST MEDIA TOUR

June 12, 1986 - 1:00 PM PDT - Transport Canvasback to Hammond Harbor Astoria, OR

June 15, 1986 - 6:00 PM PDT - Launch (SPLASH!)

July 23-28, 1986 - Media appearances. . . . . **PORTLAND, OR**

August 3-4, 1986 - Media appearances. . . . . **Tri-Cities, WA**

- . . . . . 1. Pasco
- . . . . . 2. Kennewick
- . . . . . 3. Richland
- . . . . . (Yakima)
- . . . . . (Walla Walla)

August 16-26, 1986 - Exhibit at Expo 86 . . . . . **VANCOUVER, B.C.**

September 2-7, 1986 - Media appearances . . . . . **SEATTLE, WA**

October 16, 17 & 19, 1986 Media appearances. . . . . **SAN FRANCISCO/OAKLAND AREAS**

October 24, 26 & 27, 1986 - Media appearances. . . **LOS ANGELES AREA**

October 28, 1986 - **DEPART FOR MICRONESIA!**

NOTE: All interviews scheduled in advance by calling 714/623-5399.

## PROJECT



### FACT SHEET

Launch Date: 15 June, 1986 at 6:00 PM Pacific Daylight Time.  
(Additional details of launch-related activities during preceding week on attached "LAUNCH ITINERARY.")

Launch Location: Hammond Harbor, Oregon at the mouth of the Columbia River

Purpose: Provide FREE medical and dental care to U.S.-administered islands of Micronesia.

Status: Non-Profit Membership Organization, more than 255 voting members.

Founders: Jamie and Jacque Spence, Astoria, Oregon, 1981.

Physical Description: Twin-hulled sailing catamaran. 71 feet long X 32 feet wide. 17 berths for overnight accommodations. Powered by 2 diesel engines (150 H.P. each) and by a Working Sail - 2,582 square feet. Central Cabin (medical/dental clinic) area - 19' X 22'

Traveling Speed: 300 miles per day/sail: 12 knots under power

Facilities: Medical Examination Table, Emergency Apparatus, Dental Chair and portable dental unit with accompanying apparatus, etc., etc.

Construction Cost: Under \$500,000 (\$1.5 Million if done in conventional shipbuilding yard).

Construction: Skilled volunteers have constructed the vessel which is designed to navigate in as little as 3 feet of water, so that islands surrounded by jagged coral can be safely approached.

Certification: U.S. Coast Guard - Certified to SOLAS criteria

Staffed by: Rotating pool of some 1,000 volunteer physicians, dentists, nurses and other health care professionals

Specific Objectives: Provide desperately needed emergency and routine medical and dental care to the residents of Micronesia, a group of islands held in trust by the United States since the end of World War II. In addition, basic health care and preventive medicine techniques (like sanitation measures) will be taught.

### INFORMATION ON MICRONESIA

Description: 2,000 islands sprinkled over an area of the South Pacific ocean approximately the same in size as the United States.

Total Land Mass of the combined islands is comparable to the size of Rhode Island.

### IMMEDIATE PROBLEMS

#### Poverty

Severe malnutrition-Islanders rely on diet of refined sugar, rice and flour rather than on native diet of coconut and fish

Lack of education (contributing to malnutrition and hygiene-related health problems)

High Infant Mortality - 31 babies die out of every 1,000 births on The Marshall Islands

Adolescent Suicide is twice that in the U.S.

40% of the adults are diabetic

Up to 60% of the inhabitants of some islands have leprosy (some say this is the worst per capita seige of leprosy in the world's history)

Lack of trained medical personnel (one "medical officer" advised a pregnant woman who was hemorrhaging to take aspirin, so she wouldn't lose the baby. She nearly died, and the unborn baby did.

A standard dental procedure on these islands is for the "medical officer" to bend a nail, heat it red-hot and plunge it into the aching stump of the tooth. Then he drives a wooden peg into the hole.

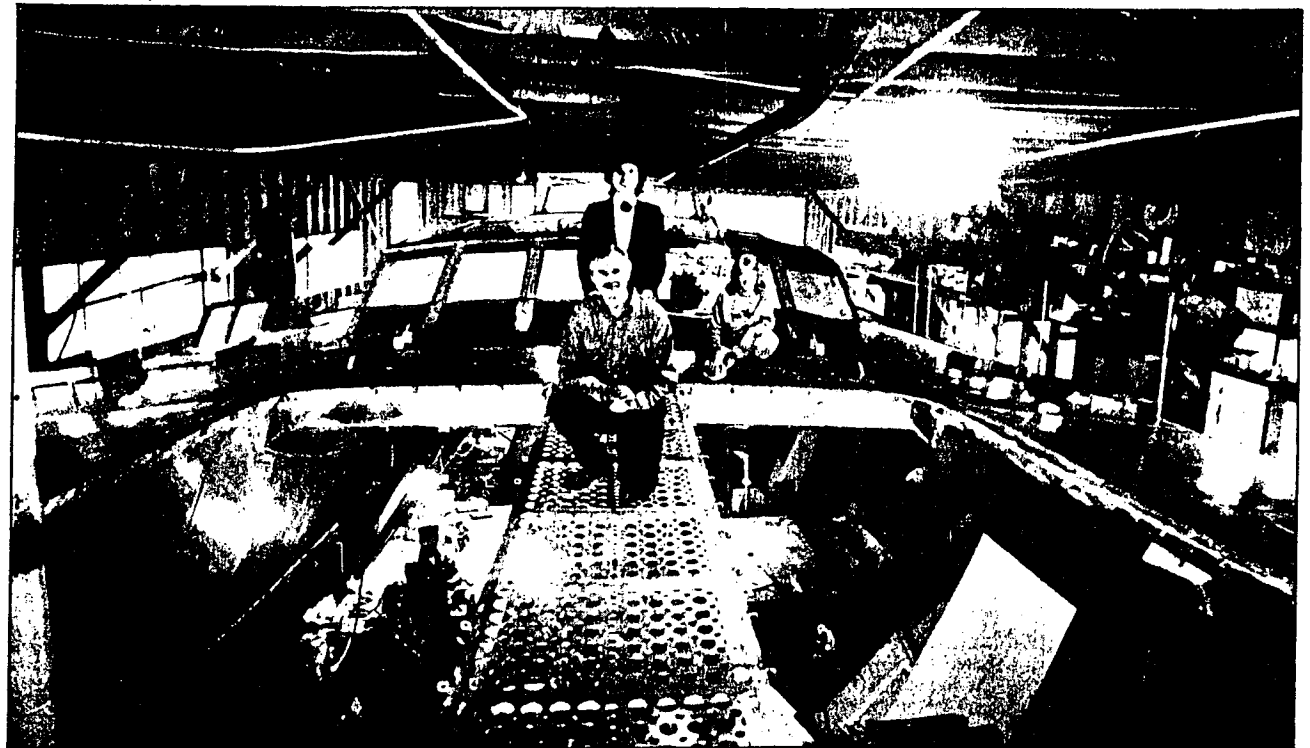
Lack of medication (Children die from pneumonia because no penicillin is available.)

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- Northwest Adventist Radio Association - Radio telephone
- Wadsworth Electric, Astoria, OR - Aluminum pipe bending, loan of mercury vapor lamps
- VIPR, Pomona, CA - Public Relations Consultants
- Loma Linda University Schools of Medicine and Dentistry, Loma Linda, CA - Volunteer Physicians and Dentists
- Volunteer Health Professionals, Loma Linda, CA - Medical Examination Table, Dental Chair, Portable Dental Unit (including drills and a compressor for suction)
- Jim Ware, Berrien Springs, MI - Volunteer Carpentry
- Maranatha Flights International - Volunteer building during pre-construction stage, and assistance with "roll-out" during launch.
- Marjorie Mosher Schmidt Foundation, Newport Beach, CA - Major Cash Donation
- Dean and Diane Paddock - Donation of an Alaskan Island, to be sold with the proceeds for Canvasback

# OUTDOORS



JAMES R. BECRAFT

Jamie (top) and Jacque Spence and Bonnie Paddock (right) are on the foredeck of the 71-foot long Canvasback, one of the world's largest catamarans being built at Hammond.

## 71-foot catamaran nearly ready for Expo

### Vessel to be used as floating medical clinic in South Pacific

By TERRY RICHARD  
of The Oregonian staff

HAMMOND — One of the world's largest sailing catamarans is expected to be finished this summer in time for an August appearance at the Expo '86 world's fair and an October sailing date in Micronesia.

The 71-foot long, 32-foot wide aluminum vessel has been under construction since September 1981. Project director Jamie Spence estimated the cost at \$500,000. The boat is being built by volunteer labor and would cost \$1.5 million to build in a commercial shipyard, according to Spence.

The catamaran nearly fills a building located in a commercial zone near Hammond that was formerly part of the Fort Stevens historic area. When completed in June, one of the building's walls will be removed so a truck can tow the catamaran to a launch site in Hammond.

Twin, 100-horsepower diesel engines will power the boat to the Astoria shipyard for placement of masts and sails, including a 70-foot main mast. Sea trials in the Columbia River will precede departure for the world's fair at Vancouver, British Columbia.

The catamaran is the brainchild of Spence and his wife, Jacque. While spending seven years sailing the South Pacific, they saw a medical need for residents of remote islands. They also became Christians by reading the Bible during their years on the ocean and decided to dedicate their lives to helping island people.

The project to build the catamaran, called Project Canvasback, began with a Seventh-day Adventist core but has since become multid denominational. The volunteers on the project are compensated with room and board and a \$15 a week stipend.

"We needed to build a tough work boat that could get over a coral atoll and into a lagoon," said Spence, 49. "We settled on this design because it can sail in three feet of water."

Spence played with designs for three years before meeting Lock Crowther, an Australian marine architect. The Australian had built some 40-foot boats of similar design and "they were very close to what we wanted," Spence said.

Since Spence settled on the design, several 60-foot catamarans have been built in Australia and another 71-footer is nearing completion.

Before his seven-year cruise, Spence had been a wood and fiberglass boat builder in Texas. It took a lot of thought before he decided to build an aluminum boat in the Astoria area.

"The first time we heard of Astoria was from a missionary in Bangkok (Thailand)," Spence said. "He told us to look into it. It's been a good choice. There are two aluminum boat builders here who lent us their expertise."

"Astoria is a one of those marine supply centers where you can get everything you need. There is a pool of marine knowledge and supplies. You can kick over a trash can and find a boat builder in Astoria."

Aluminum was chosen because it is a rapidly

growing form of material for boat building. The special marine aluminum alloy is resistant to corrosion and is easy to weld together.

Aluminum also is strong and lightweight. The aluminum used in Canvasback is 5/16 of an inch thick on the bottom and 3/16 of an inch elsewhere. The boat will have a loaded displacement of 45,000 pounds, including 20,000 pounds of aluminum, and can sleep 17.

Canvasback will be able to cruise at 14 knots

**"We needed to build a tough work boat that could get over a coral atoll and into a lagoon."**

on diesel power and reach a top speed of 20 knots under sail. A cruising speed of 300 miles per day means it will take 20 days to reach its destination of Micronesia, a group of islands south west of Hawaii that cover an area the size of the United States but with a land mass the size of Rhode Island.

Canvasback will serve as a floating medical clinic for the people who live on the Marshall Islands, the Carolines, Palau, the Marianas and Guam. The crew of the Canvasback will keep the catamaran in the islands six months each

year where it will be joined by volunteer doctors and dentists.

The vessel will sail among the islands, pulling up on the beach wherever convenient in order to render medical assistance.

During the other six months each year, the typhoon season in Micronesia, Canvasback will return to the United States for repairs, to resupply and to train new volunteer crew members.

Canvasback has a 50-year life expectancy, according to insurance underwriters, so the boat and the project are expected to outlive the Spences. Project Canvasback is set up as a non-profit foundation and is governed by a board of directors.

The islands of Micronesia were placed under the jurisdiction of the United States by the United Nations following World War II. They remain one of the most poverty-stricken areas on earth.

"Visiting doctors in Micronesia have said they have seen their patients die for want of \$5 worth of medicine," Spence said. "Our emphasis will be on preventive health care and training the people to take care of themselves. It does little good to cure someone of an intestinal ailment when the people don't know they must keep their food and human wastes separated."

Project Canvasback may be reached by writing to P.O. Box 191, Hammond, 97121. The catamaran will be on display at Expo '86, but boarding will be by invitation only. Invitations are available from the above address.



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American Medical

# NEWS



Jamie Spence (left), a founder of Project Canvasback, with a carpenter working on the boat.

## Volunteer MDs for Micronesia invited Aid sought for South Pacific islanders

### HELP WANTED

*Physicians needed for one-month excursions to South Pacific islands. Warning: This is not a tropical paradise holiday.*

Project Canvasback is calling for volunteer medical professionals to help heal isolated islanders. In addition, it is offering youths training in teaching these people primary health care principles.

The project was the idea of Jamie Spence, 48, and his wife, Jacque, 32, who from 1974 to 1981 sailed the South Pacific, where they saw the deplorable health conditions under which the islanders were living.

The Spences decided they wanted to help these people. "We were seeing these island people that had so little compared to what we had and yet, they were always willing to give us anything they had. Jamie and I just kept on thinking what could we take back that could help them? What can we go back with? And, we realized that medical care is what they really needed," Mrs. Spence explained.

Now, five years after their return, the Spences are scheduling Project Canvas-

back's first annual trip to Micronesia for November, 1986, which will return in April. Physicians — who are being asked to commit a month of their time — will fly to the nearest air strip in the islands and from there sail to the outer islands. Six health care professionals will be needed for a month's trip.

"We have more than 100 physicians on file who are interested in donating their time. We'll put out a call for physicians in certain specialties. I don't think we're in a position of having more than we can use. We need to broaden our base of physicians to have enough to do the job," Spence explained, indicating that to fit the project's needs they need a pool of about 1,000 physicians.

During the summer, the program also will provide youths with sailing instruction and Christian leadership training, explained the Spences, who are Seventh-day Adventists.

"The best-qualified young people from this training program will become the helpers for the medical personnel in the winter," Spence said. "They will be taught under the supervision of physi-

cians and will go to the islands. While the physicians are taking care of acute and chronic medical problems, they will be working with the villagers teaching them primary health care principles."

**PROJECT CANVASBACK** is a non-profit  
*Continued on page 25*

Wesley Toland/ANSA

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Jacque (above, left) and Jamie Spence, founders of Project Canvasback, learned about the profound lack of medical care in the South Pacific while sailing there from 1974-1981. On one stop on Rennell Island, a native taught Mrs. Spence to weave a bag from pandanus.



# Project Canvasback: treatment in South Pacific

Continued from page 1  
membership organization. Most of its 100 voting members are health care professionals — MDs, dentists, and nurses. The project got its start in Hammond, Ore., in 1981, when 62 volunteers constructed a boat shop in three days. Now, volunteers are busy in the shop building Canvasback — a high-performance, computer-age, 71-by-32 medical sailing catamaran with an aluminum hull that can stand a beating on a reef and come off undamaged at a draft of 3 feet, 4 inches. The U.S. Coast Guard-certified vessel is being designed specifically for trade wind, atoll work and should be able to reach islands where other deep-draft vessels cannot go.

The Spences have invested \$100,000 of their own funds in the construction of the vessel and the development of the medical and training programs to be im-

plemented by the volunteers brought to the islands via the vessel. They estimate that their final cost will be \$453,000, adding, however, that if a shipyard was constructing Canvasback, the cost would be \$1.5 million for the boat alone.

Many of the medical supplies the volunteers will use have been donated by the Volunteer Health Professionals (VHP), a non-profit organization based in Loma Linda, Calif. VHP is supplying Project Canvasback with a medical table, dentist's chair, and a portable dental unit complete with drills and a compressor for suction.

"They (VHP members) have been interested in setting up clinics in Micronesia (the area targeted as the most eligible for the kind of care that Project Canvasback will provide), but because of the transportation problem they hadn't been able. They saw that a vessel was needed and took an interest in Canvasback and approached us," Spence said.

"Micronesia is composed of approximately 3,000 islands and atolls that cover an expansive ocean about the size of the U.S. The total combined land mass of all these islands is about the size of Rhode Island. What you have are small populations [that are] widely scattered and separated by large expanses of ocean. The ocean is what has created their isolation, and the ocean is also the solution to that isolation to reaching those people," he said.

While the Spences were at sea, Mrs. Spence became pregnant and began hemorrhaging. After approaching a nearby island, they met a man who identified himself as the medical officer. He told them, 'You take um...me think you call um...as-porin. You no lose um baby.' Because they had no immediate access to medical care, she eventually miscarried.

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THE SPENCES became familiar with this part of the world when, in 1974, they left behind Astoria, Ore., to sail from San Francisco to Australia's Great Barrier Reef in a 31 1/2-foot cruising yacht, Sea Spider. Spence wrote free-lance articles for sea magazines in the United States, New

Zealand, Australia, and England. The couple also handled yacht deliveries. They would leave Sea Spider in port and for \$1 a mile, plus provisions and return airfare, would deliver vessels to their new owners.

Both of them were interested in primitive cultures and thus concentrated on trying to get to small, out-of-the-way places where tourists and yachts did not go. It was on these outer islands and atolls that they identified a great need for medical care.

They learned from firsthand experience the predicament that these isolated people face. While at sea, Mrs. Spence, who had become pregnant, began hemorrhaging. Spence then started sailing toward an island where he thought they could find a medical officer.

A bushy-haired man wearing ragged shorts met their boat. His teeth were

bright red from the stain of the beetle nut, a narcotic plant the islanders chew, and his feet were splattered red from the spittle of the nut. He identified himself as the medical officer and, in Pidgin English, told them: "You take um...me think you call um...as-porin. You no lose um baby."

"I got Jacque out of there and headed for the island of Santa Cruz, where we found out there was an English physician," Spence recalled. "After examining Jacque, he said she was in serious trouble but he couldn't do anything because he didn't have facilities for blood transfusions."

The couple learned that Mrs. Spence could be flown to a medical site for treatment on a bush airline that flew to a dirt airstrip on the island. The plane was scheduled to come in a couple of days. The Spences went to the dirt strip, but because of clouds, the plane — which circled the island — could not locate the strip and was forced to pull away.

"I was crying inside. Jacque looked so pale and weak," Spence said. "We went back to the Sea Spider and had to wait three more days until the plane returned and was able to land."

Mrs. Spence then was flown to an island where emergency procedures were performed, but nevertheless, she had a miscarriage.

Reflecting on their misfortune, Spence said: "The natives don't have yachts to get them off the island. They can't afford airplanes to fly them to the hospital. Their only option is to die."

THESE ISLANDS are so isolated, the Spences learned, that the teen-age children there never had seen an outsider.

Continued on next page



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## Catamaran is their mission

A dream is taking shape in Jamie Spence's Hammond workshop.

There, he is assembling what may be the world's largest sailing catamaran. It will be 70 feet 9 inches long.

The vessel has to be big to measure up to the plans Spence and his wife, Jacque, have for it. The Spences, who live in Astoria, plan to use the catamaran as the centerpiece of a Christian evangelism project that will combine biology field trips for students, youth mission cruises and medical mission work.

The Spences' planned worldwide voyages will be called Operation Canvasback.

Up to this point, the Spences have financed the project themselves, partially with the proceeds from the sale of a boat they used for extensive world travel. Now, Operation Canvasback is part of Canvasback Missions Inc., a non-profit corporation chartered in Oregon. Catamaran construction is getting some volunteer help these days, with members of the Seventh-day Adventist Church and others pitching in to help the Spences meet their goal of launching the vessel in fall 1983.

Shakedown cruises will be followed by biology field trips and youth mission cruises in the Puget Sound area and a winter of medical mission work in isolated Bahia de Tortuga on the Pacific coast of Baja California. Plans call for a trip up the inner passage of Glacier Bay, Alaska, for more scientific field trips and youth mission cruises in the summer of 1985. The Spences will follow that with mission work on the atolls of the tropical North Pacific.

The boat is just beginning to take shape after six months of redesigning to make it larger than originally planned. Another six months was spent "lofting the lines" — making full-scale drawings of the vessel on plywood boards on the floor of the work area. Now into production and working feverishly to meet the goal launch date, the Spences also must find a place for the boatbuilding crew to live. The Spences, who house volunteers who show up to help with the project, recently were given 90 days' notice that they must move from their rented home.

Jacque Spence said they need a fairly large home and that they can offer a landlord a tax deduction.



The Daily Astorian—BILL WAGNER

Jamie Spence is dwarfed by the framework of one of two hulls of what will become a sailing catamaran.



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# NEWSday

THE LONG ISLAND NEWSPAPER • WEDNESDAY, JANUARY 18, 1984 • 30 CENTS • NASSAU

## Back to the Sea on a Mission of Mercy

By Merle English

In 1976, Jacque and Jamie Spence set sail in a 31-foot boat from San Francisco's Golden Gate Bridge in search of answers to "life's questions."

During seven years at sea, they found religion and an idea for bringing free medical care to people in remote areas of the South Pacific, many of whom had never seen outsiders.

Now Mrs. Spence, a Queens native who lived in Westbury until 10 years ago, said she and her husband, aided by volunteers, are building what they say is the world's largest sailing catamaran. The 71-by-32-foot welded-aluminum, twin-hulled craft will be outfitted as a clinic and staffed and operated by volunteer health professionals. The couple, who are Seventh-day Adventists, have dubbed their venture, "Project Canvasback" and have set up a nonprofit corporation to run it.

It was their adventures among inhabitants of isolated islands along the way to Australia's Great Barrier Reef that aroused their missionary zeal. "We found people who were in need," said Mrs. Spence. "People with sores all over their bodies. People who have had toothaches for six years, who just need a dentist to pull the tooth. . . . That's why we want to go back."

The catamaran, which is being built in Hammond, a village at the mouth of the Columbia River outside Astoria, Ore., will accommodate 49 people, and have sleeping quarters for 16. It will sail up to 300 miles a day and will be able to float in as little as three feet of water.

Mrs. Spence, 31, and her 46-year-old husband, are visiting the New York City area to recruit volunteers skilled in welding and boat building to help them finish the boat, and health personnel to staff it. They hope to have the catamaran — which has been under construction for two years — ready for a fall launching at a cost of under \$250,000, including \$70,000 of their own money. "One hull is completed. The second is nearly completed, and the cabin that goes between them remains to be constructed. Then it has to be fitted out," said Spence, who has built two other boats.

Said Mrs. Spence, "This is the most exciting and rewarding work that we have ever done."



The Spences with their partially finished catamaran in their Oregon shop

## Couple create island of care

By STEWART AIN

**I**T WAS A SAILING trip from California to the islands of Micronesia in the Pacific in 1976 that persuaded Jamie and Jacque Spence to devote their lives to bettering the lives of the underdeveloped peoples on those islands.

"I feel that we are guided by the Lord in this project," Jamie Spence said of their mission. "We feel we are doing God's will. We're trying to do something to help others, and we feel our own lives work better when we are serving others."

Jacque, who was born in Queens, grew up in Westbury and has been married to Jamie for the past seven years. She said they have no children but consider "the children on the islands as our children."

The bond between them and those on the islands is so strong that the Spences have founded Project Canvasback (named after the migrating duck) to raise money for the construction of a 70-foot aluminum catamaran, a sailboat with pontoons or hulls that are parallel to each other on either side of the cabin. The main sail will cover 700 square feet. It is being built under the surveillance and guidance of the U.S. Coast Guard.

They hope to have the catamaran built by the fall and to make their way to the Micronesian Islands before the end of the year. The boat is being specially outfitted to serve as a hospital boat that will be able to care for all types of medical problems, from simple skin rashes to dental decay. Unlike the Project Hope ship, this craft will be able to sail in shallow water and therefore will be able to reach areas inaccessible by other boats in the past.

"My mother really thought I was crazy to go off to sea," Jacque admitted. "She thought I should be married and have kids and live in a home on Long Island. To go off to sea was unheard of. She really thought I was crazy. She couldn't understand the idea of wanting to help people just for the sake of helping them. Now that she has seen what we have done, she is sitting back and watching in amazement."

**J**AMIE SAID HE, too, had moments when he was skeptical about the project's success. He said he went through "periods of fear, afraid that the money wouldn't come in and that all that we needed wouldn't come together. But my faith has been increased because everything we need is coming together."

Jacque noted that on the day construction was to begin on a building in which to build the catamaran, many of the students who had volunteered to help bowed out because of a big final examination scheduled for the next day. But almost miraculously, she said, volunteers came from all over to help; and by noon, there were 62 of them taking hammers in hand to work on the building. Some came from as far as seven hours' travel away, she said.

As work progresses on the catamaran, the Spences are formulating plans for their hospital work. They plan to stay on the Micronesian Islands, traveling from island to island, for about six months. Then they will return to Washington State in the summer of 1985.

The Spences hope to attract high school and college students to their project. Those who sign up will be taught sailing, as well as leadership and spiritual training. The Spences are

Seventh-Day Adventists, and, in addition to bringing medical aid to those they help, they also plan to offer Christian ethical teachings and Bible lessons.

Sitting back in her chair and reflecting on her travels and the exploits that await her, Jacque said they are a far cry from what she dreamed of doing while attending Powells Lane Elementary School in Westbury. She was born of Chinese parents in Jamaica, Queens, and moved to the island at the age of 4. Although she and Jamie now make their home in Astoria, Ore., Jacque said she returns to the island often to visit her parents and to "come back for baxels."

**S**HE NOTED THAT she met Jamie in college and that her life took a radical turn after that. Until then, there were thoughts of becoming a professional pianist. She was an accomplished pianist, having played at Carnegie Hall after winning a competition with the New York State Musical Education League. She started playing at the age of 6 under the guidance of teacher Gladys Gehrig of Garden City.

Jacque has drawn on her roots by recruiting local talent to help her and Jamie in their project. Bob Pitonzo of Levittown, for instance, is one of those who has volunteered to provide art for a brochure to raise funds for the enterprise.

Jamie said he is striving to "raise interest in the project" among those who would like to participate. Cash contributions for the project are welcome (and can be sent to Project Canvasback, P.O. Box 191, Hammond, Ore., 97121), but he said his goal is to "interest people to get involved. We need hundreds of physicians to make this project work. Already, two dozen have signed up and a lot more have expressed interest. We have 1,000 people on our mailing list and the list is growing."

The Spences are hoping to attract high school and college youth in the summer of 1985 for two week cruises aboard their boat. The boat will then be based in Oregon. Jamie said he will be back in Queens and the island later this year to interview and screen all applicants. It will cost each applicant \$30 per day for the experience.

"They will have hands-on problem-solving experience," Jamie said. "While the health professionals will be performing medical work, they will be performing community service work, especially in the area of health education."

**M**OST OF THOSE on the Micronesian Islands speak English. They have radios on every island there, he said, and those who have been to the mainland speak English perfectly and fluently, although their vocabularies may be limited.

Why did they decide to spend the rest of their lives this way?

"When you are in the ocean and you see nothing made by man, only creations made by God, you have a lot of time to think," Jacque said. "You think about what you are and what you are doing. We spent five days being tossed around through waves generated by a hurricane. It was like we were standing in the middle of Wall Street looking up at the tall buildings that were gigantic waves."

"We've heard a lot of people complaining about America," Jamie said. "But this is an important diplomatic mission. This is Americans touching other people."

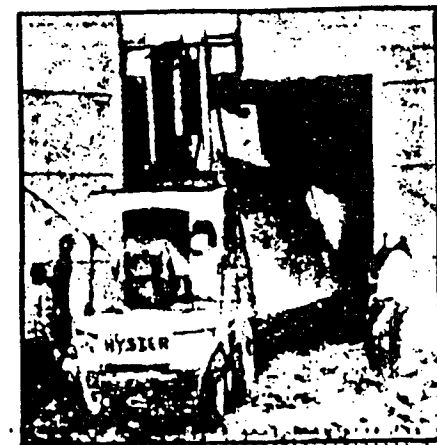
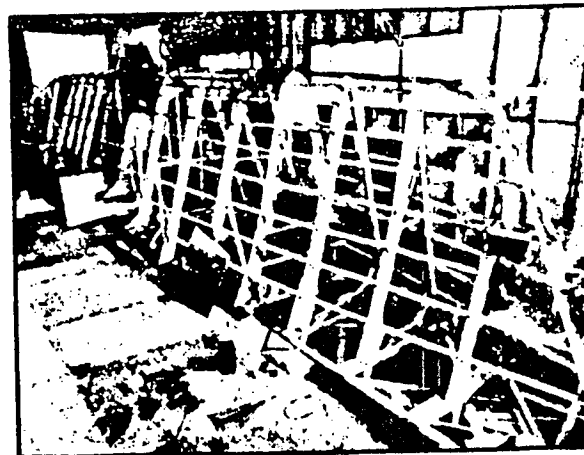
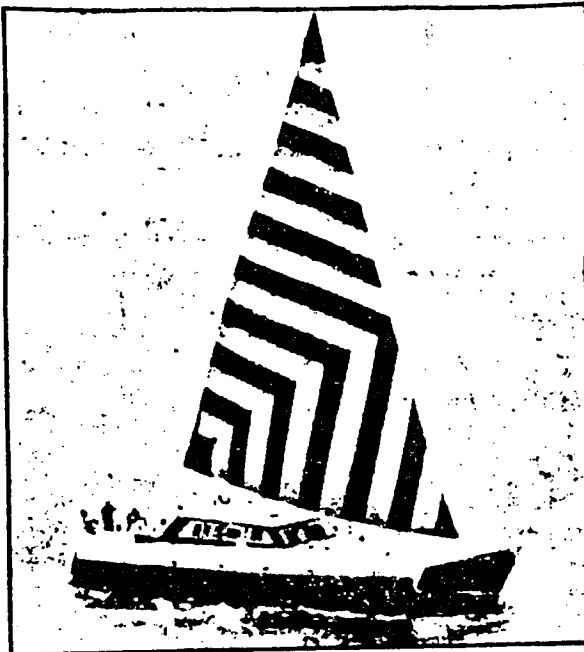


Photo at top shows what Canvasback catamaran will look like when completed.

Center photo shows Jamie Spence working on aluminum hull framing.

At left, Jamie Spence, Leroy Frederickson, Jacque Spence and Bonnie Paddock stand by as Bill Peterson backs haul out.

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Daily News, Sunday, March 11, 1984



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June 15

# WHITE HOUSE CORRESPONDENCE TRACKING WORKSHEET

- O - OUTGOING
- H - INTERNAL
- I - INCOMING

Date Correspondence Received (YY/MM/DD) 1 1

Name of Correspondent: Sandra Van

MI Mail Report User Codes: (A) 11/11/01 (B) \_\_\_\_\_ (C) \_\_\_\_\_

Subject: Project Canvas back

### ROUTE TO:

### ACTION

### DISPOSITION

Office/Agency	(Staff Name)	Action Code	Tracking Date YY/MM/DD	Type of Response	Code	Completion Date YY/MM/DD
<u>CSREGA</u>	<u>DCRYAN</u>	<u>II</u> ORIGINATOR	<u>85.04.30</u>		<u>C</u>	<u>86.04.30</u>
		Referral Note:	<u>A</u>	<u>86.05.01</u>		<u>1 1</u>
		Referral Note:	<u>A</u>	<u>11/11/01</u>	<u>C</u>	<u>13</u>
		Referral Note:		<u>no msg sent</u>		<u>1 1</u>
		Referral Note:		<u>1 1</u>		<u>1 1</u>
		Referral Note:		<u>1 1</u>		<u>1 1</u>

#### ACTION CODES:

- A - Appropriate Action
- C - Comment/Recommendation
- D - Draft Response
- F - Furnish Fact Sheet to be used as Enclosure

- I - Info Copy Only/No Action Necessary
- R - Direct Reply w/Copy
- S - For Signature
- X - Interim Reply

#### DISPOSITION CODES:

- A - Answered
- B - Non-Special Referral
- C - Completed
- S - Suspended

#### FOR OUTGOING CORRESPONDENCE:

- Type of Response = Initials of Signer
- Code = "A"
- Completion Date = Date of Outgoing

Comments: \_\_\_\_\_

Keep this worksheet attached to the original incoming letter.  
 Send all routing updates to Central Reference (Room 75, OEOB).  
 Always return completed correspondence record to Central Files.  
 Refer questions about the correspondence tracking system to Central Reference, ext. 2590.