


「ふね遺産」(応募様式) : A4 一枚に収め、それ以上は別途資料添付して下さい。

No.(*)	内容	備考
1. 対象物・資料の名称・所属 または所有者	マーメイド号と関連展示物 Maritime Museum, San Francisco Maritime, National Historical Park California (以下、San Francisco Maritime または San Francisco Museum と略す)	<ul style="list-style-type: none"> 1962 年に世界初の太平洋無寄港単独横断した一人乗りヨット。 サンフランシスコ市に寄贈、現在は San Francisco Maritime Museum の目玉展示物となっている。
2. 対象物の作成・存在時期	建造 1961 年 12 月完成 <ul style="list-style-type: none"> 横山 晃設計 19” JOG (Junior Offshore Group) ヨット「キング・フィッシャー型」 堀江謙一一部設計変更 建造 大阪ポート 	<ul style="list-style-type: none"> 1962 年 5 月 12 日西宮ヨットハーバー出港、1962 年 8 月 12 日サンフランシスコ到着 その後、San Francisco Maritime にて保管展示
3. 現状 (写真添付)		<ul style="list-style-type: none"> 1964 ~ 19xx(?) San Francisco Maritime Museum 屋外(屋根付き)にて展示 19xx(?) - 2012(?) Hyde Street Pier にて修復ならびに展示 2012/8/12 太平洋横断 50 周年を祝う式典にて展示 (Aquatic Park) 2012(?) - 2018/5 修復展示のため修復 2018/5-10 修復完了後、展示再開準備 2018/10- San Francisco Maritime Museum 室内展示場にて常設展示
4. ふね遺産 認定基準の 該当項目(**)	【認定対象】 (1)、(2)、(4) 【認定基準】 (6)、(7)、(12)、(13)	
5. 歴史的・ 工学技術的意義	<ol style="list-style-type: none"> 世界初の太平洋無寄港単独横断に成功 当時 23 歳の堀江氏のこの成功は日本はもとよりサンフランシスコのみならずアメリカ各地、遠くはイタリアでも大きな話題となった¹。 堀江氏はその後数多くの冒険航海を続けたが、そういった挑戦を続けてこられたのはマーメイド号による航海があったからであり、この一連の挑戦に向かわせた、そして、日本中をそして、世界を驚かせたこの冒険航海を堀江氏とともに乗り切った横山 晃氏設計のこの 19” JOG ヨットとそれを後世に伝えるために長年保管保全し、50 年以上経っても適切な展示を行っているサンフランシスコ海事博物館の努力には感謝すべきであり、技術的、歴史的そして社会的意義は大きい。 	
6. 参考資料・文献 (本表に収まらない場合は別途添付する)	<ul style="list-style-type: none"> 堀江謙一「太平洋一人ぼっち」、文藝春秋、1962、復刻デジタル版、舵社、2004 Kenichi Horie, “KODOKU, Sailing Alone Across the Pacific”, Charlies E. Tuttle Co., 1964 サンフランシスコ海事博物館のホームページ (https://www.nps.gov/safr/learn/historyculture/bathhousebuilding.htm) その他、Wikipedia など 	

¹ 添付資料の他、第 1 回「海の勇者」賞 (イタリア・サンレモ) 受賞、それに合わせて「太平洋ひとりぼっち」のイタリア語版も出版された。

5. 2. の詳細

- a. <https://news.google.com/newspapers?id=c3ZhAAAAIABAJ&sjid=cdUEAAAAIABAJ&dq=horie%20mermaid&pg=3144%2C2400145>(Gadsden Times, Aug. 26, 1962)

JAPANESE VOYAGER ORDERED HOME

SAN FRANCISCO, August 14 (A.A.P.-Reuter).—Fearless Pacific voyager Kenichi Horie, 23-year-old Japanese, has been ordered by his angry father "to come straight home."

Horie, a car spare parts salesman, sailed into San Francisco on Sunday after a 5,000-mile lone voyage from Osaka in a 19-foot boat.

Horie may follow his father's advice, the Japanese Consul, Mr Issei Saito, said, because he broke the law by leaving Japan without a passport.

U.S. immigration officials, however, say he can stay in America for as long as six months.

Horie said that sailing the Pacific alone "was to me like climbing Mount Everest—because it was there."

Although Horie had been sailing for seven or eight years, he had never voyaged further than 100 miles from his Osaka home.

When his father and Government authorities refused him permission to leave Japan, he sailed anyway, and, for three months, survived five severe storms, three days of sea-sickness, and never once saw land on his 93-day trip until he sighted the California coast.

His family was frantic with worry and the Japanese Maritime Agency gave him up for dead.

His boat, the **Mermaid**, had no engine, but had three sets of sails, a radio direction finder, sextant, compass and charts.

Horie set out with 2,000 yen in cash (about £3), 100lb of tinned food and rice, 60 bottles of beer, and four bottles of sake.

He caught fish to supplement his diet. When he arrived in San Francisco he had enough food left for another month at sea, and had drunk only 26 bottles of beer and only half the sake.

Only once during the entire trip, he said, did he wish he had stayed at home.

That was when a storm with 50-foot waves shattered a porthole in the ship's tiny cabin.

Sydney Morning Herald, Aug. 15, 1962

- b. <https://news.google.com/newspapers?id=OH1WAAAIAIBAJ&sjid=u-UDAAAIAIBAJ&dq=horie%20mermaid&pg=5041%2C3981437>(Sydney Morning Herald, Aug. 15, 1962)

YOUNG JAPANESE GAINS WORLDWIDE FAME WITH EPIC PACIFIC CRUISE

By M. A. RAISER

SAN FRANCISCO (AP)—Kenichi Horie sailed alone across the vast Pacific—from Osaka to San Francisco—with only 2,000 yen (about \$6) in his pocket.

Cash donations to him now are pouring in from admirers of his daring journey of more than 5,000 miles in a 19-foot sloop.

"There have been donations from various parts of America," a Japanese consulate spokesman said. "We don't know how much money has been received, but the sum is increasing day by day."

The diminutive Horie, 23, engaged in a whirlwind of activities — and passport problems — since his arrival Aug. 12, is taking the situation calmly.

He deposited some of the money in the Sumitomo Bank of California, which has headquarters in Osaka his home town.

The bank's president here, Makoto Sasaki, presented Horie with a marine barometer.

Horie, apparently enjoying the limelight, has been granted permission to remain here until Sept. 13. Consulate officials have not decided when he will depart for Japan, although he has received offers of free passage back by ship.

Horie's time was his own when he sailed secretly from Osaka the night of May 12. All he had to do was sail the great circle route to San Francisco, and ride through five big storms in his tiny boat, the **Mermaid**.

When Horie arrived in San Francisco—without a passport—his father, and at other jobs, and he was taken under the wing of Japanese Consul Yamamaki assigned Yasun Itô—of his staff to decide the hour-to-hour activities of young Horie.

These included a guest appearance last Thursday night at San Francisco Press and Union League Club.

Home also is scheduled to appear Aug. 29 as a guest on ABC-TV's Tennessee Ernie Ford Show. The nationwide broadcast will be

from 11 a.m. to 11:30 a.m. in all time zones.

If Horie has time, he will appear next week at the California State Fair at Sacramento. If not, then his sturdy sloop will be on display.

Horie said the young sailor is not receiving money from television or other appearances.

The demand for interviews and pictures, by both Japanese and American writers and photographers, is so terrific that his time is rationed, with 20 minutes for an interview.

APPEARED PROMPTLY

Horie appeared promptly at 10:45 a.m. in the seventh-floor suite of the consulate in the International Building.

The 5-foot-1 Horie wore a dark olive Ivy League suit, a gift from Shoburo Yasuda, owner of the Tokyo Sukiyaka Restaurant here.

Horie wore a white shirt, dotted four-in-hand tie and black slip-on shoes. His handclasp was a strong.

"Why did you undertake such mission to remain here until a daring trip? What was your goal?" the interpreter asked.

Horie's big grin faded, his dark brown eyes closed slightly and his brow furrowed.

"It's like—it's like when they climb a mountain," he said, smiling. "It's something I had to do."

Horie is the son of Yoshio Horie, a prosperous auto Parts dealer in Osaka, and his wife, Naqae.

Upon graduation from high school, the young man worked for his father, and at other jobs, and he was taken under the wing of Japanese Consul Yamamaki assigned Yasun Itô—of his staff to decide the hour-to-hour activities of young Horie.

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mission for him to depart on such a long journey.

He bought the **Mermaid**, built solely of mahogany plywood, at an Osaka shipyard.

"I spent several weeks outfitting the sloop, so my father must have known I was going to go somewhere."

Horie put aboard 80 pounds of rice, more than 200 pounds of canned food, some fishing gear, five dozen bottles of Japanese beer and five fifth of sake, Japanese rice wine.

He also had vitamin pills, water enough for 100 days, a radio receiver and direction finder, compass, sextant, charts to plot his course, an ordinary lantern and a small kerosene stove for cooking.

The **Mermaid's** mainsail was 83 square feet of Japanese dacon, the job 28 feet and the cruising jib 50 feet. The boat was painted black and white. Throughout the voyage it flew the colors of the Nippon Ocean Racing Club—a blue field with a red rising sun in the white canton.

At 8:45 p.m. May 12 the daring adventurer hoisted sail and was on his way.

"From the time I started I was very lonely, but because I had a goal it made no difference," he said.

He wore a baseball cap, blue jeans, a zipper jacket and sandals. He had a Japanese-English dictionary, and some sailing manuals.

"I figured the trip would take me 60 or 70 days at the least, and four months at the most. I never got lost—much."

"A Japanese trawler, whose crew

waived at him. Within a few days he encountered two storms.

Then he ran into a gale about June 2, three weeks out of Japan. Mountains seas, cresting with white caps, tossed the **Mermaid** like a toy ship. Although a good sailor, Horie was seasick for three days, but rode out the storm.

"And I never turned back," he said proudly. "The weather was rough until I passed the international dateline. After that, it was more peaceful."

He sighted an unidentified freighter in mid-Pacific in mid-June and knew his navigation was correct.

He fished for fresh food, drank a little water daily, had an occasional beer or sake, and read his books.

The **Mermaid** went along at from two to five knots. But, after another storm, preferring safety, Horie cut three feet off his 22-foot mast to prevent a new gale from carrying it away.

"But I would have kept going even with half a mast," he said.

At night he kept his sleeping bag unzipped. "In case I had to get out of it in a hurry."

On a sunny Sunday morning, Aug. 12, Horie sighted land—P.I. Reyes, 40 miles north of San Francisco and the exact spot he had plotted!

When he saw the Golden Gate Bridge stretching across the harbor entrance, he recalled his vow to sail the Pacific and exclaimed: "I did it!"

A surprised Coast Guard crew tied the **Mermaid** up at a yacht dock. A joyous Horie, his long dark hair sticking out from under everyone.

'Life With Father' Coming To Gadsden

By MARY HOFFMAN

Little Theatre president John Ransore believes that antinism

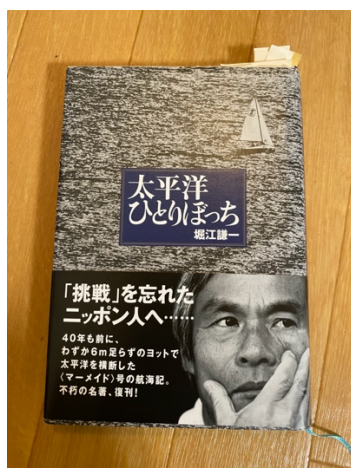
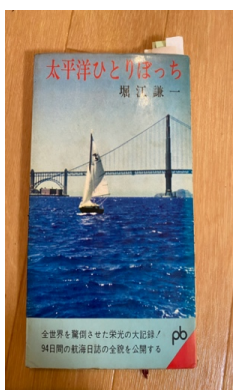
Gadsden Times, Aug. 26, 1962



RM 21303818
**堀江謙一 太平洋単独横断成功
(1962年8月12日)**
Kenichi Horie, 23-year-old Japanese auto mechanic, is shown Aug. 12, 1962, aboard his 19-foot sailboat
日付:1962年8月12日

5. 3. の追加資料

- 堀江氏は、その後、単独無寄港世界一周(1974)、縦回り世界一周(1982)、ソーラーパワーボートでハワイ～父島間航海(1985)、アルミ缶リサイクルのソーラーパワーボートでエクアドル～東京間を単独無寄港太平洋横断(1996)、生ビール樽を利用したリサイクルヨットでサンフランシスコ～明石海峡大橋間横断(1999)、「モルツマーメイド3号」で西宮からサンフランシスコ間太平洋を横断(2002)、「サントリー・マーメイド号」で単独無寄港で世界一周航海に挑戦(2005)し達成(2006)、波浪推進船「SUNTORY マーメイドII号」で紀伊水道・ハワイ間の世界初の航海達成(2008)などの偉業(Wikipediaの記述を要約)を達成した。
- 航海日誌（非公開）（認定委員会にて配布のみご本人から許諾）



メインホールでの展示の様子および附属展示物



