



# ALBATROSS

Ancient Mariners Sailing Society  
Est. 1975

## Half-Pint-o'-Rum Ends 2007

### MEETINGS

- Thursday, 10 January — AMSS General Meeting—Messing About in Boats for 80 Years, with Jack Sutphen, Southwestern Yacht Club, 7:30 PM, Drinks and Dinner Beforehand.
- Thursday, 17 January—AMSS Board of Directors Meeting, Southwestern Yacht Club, 7:30 PM



Half-Pint-o'-Rum Post-Race Raft-Up on a Bitter San Diego Winter Day  
—photo courtesy Bob Greiser

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Blustery (~12 knot gusts!), wet (sprinkles here and there, early) and dark skies (low grey-pink popcorn, in a blue bowl) made for another rough winter day during the 2007 Ancient Mariners Half-Pint Race. Many were caught without warm clothes, sporting only T-shirts and shorts. The raft-up (above) included (L-to-R): **Scamp, Benchmark, Sally, Ocean Queen V, Frolic, Taroa, Pacifica and Dauntless**. The turnout proved once again that the Half-Pint is the most favorite Ancient Mariners race every year, after the Yesteryear Regatta in May. No collisions or sinkings to report but the rum procured from the owners as entry fees was barely acceptable, save a few bottles of Pusser's and Black Seal. The keg was rebuilt just in time, after having dried out on the hard over the past year. The race itself was hard fought; please see the results and more photos on pages 4 and 5.

## From the Helm: Happy New Year!

2007 will be a hard year to beat for sheer pleasure and great fun at all of our Ancient Mariners events and races but standby, because we're about to launch into 2008!

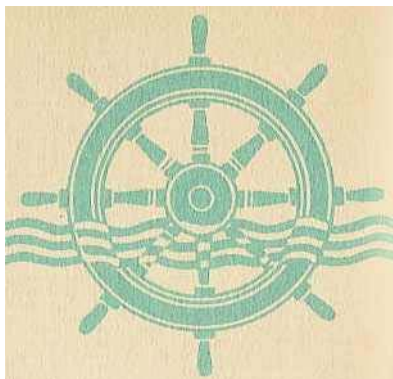
You'll note just a few small changes to our "2008 Officers and Board Members" masthead. Several of our members are not elected officers or board *per se*, but have graciously volunteered to take on some very important projects. Jack Swendsen will be Race Chairman for our expanded 20 Guinea Cup Series in 2008; Deb Dominici will edit the Albatross newsletter; Leslie Jenness is picking up Marketing and Merchandise this

Spring; Tom Sterling continues as Race Chairman for the Kettenburg Regatta; Jerry Newton will organize the San Diego Schooner Cup again, which we'll run concurrently with the Yesteryear Regatta in May. On occasion, we'll call on many of you, our esteemed members, for extra help. For example, Theresa Smullen will help organize our new year-end tradition: the December Dinner Party and Awards Ceremony. Please pitch in if you receive a call for assistance with special projects, events and various shoreside and on-the-water activities.

We're all looking forward to a new chance to bring home some silver in the seven-race 20 Guinea Cup Series. We'll be enjoying many favorite events in 2008, such as Koehler's San Diego Wooden Boat Festival on Father's Day Weekend, the Maritime Museum's Festival of Sail - Tall Ships in August, Family Boatbuilding and other traditions such as the Yesteryear Regatta and Commodore's Cup and Ball. Thanks to Johnny Smullen and others, our club is attracting some very fine new members, and this welcome trend will surely be sustained.

We'll announce some additional special events that are in the works for 2008 as our plans come together. To remain organized, I encourage you to print your own copy of Greg Stewart's very professional Ancient Mariners 2008 calendar (distributed by e-mail last week

as a PDF file). It's chock full of beautiful photographs (esp. Bob Greiser's Cover Shot of this year's Half-Pint Raft-Up), and a member's directory, etc. We'll have some printed and bound versions to purchase (at cost) along with our stocks of club merchandise at each General Meeting. Please note that this month's meeting is not to be missed! —Jack Sutphen will be speaking of his newly authored book, **Messing About in Boats for 80 Years, with Jack Sutphen** on the second Thursday in January (i.e., **10 January, 7:30 PM**) at the Southwestern Yacht Club. Bring your friends! Aloha and Happy New Year! -Dave



### 2008 Officers & Board Members

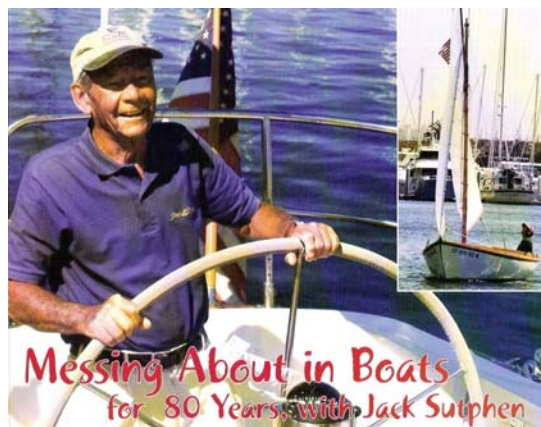
Commodore	Dave Easter	858 551 4340
Vice Commodore	Johnny Smullen	619 758-9198
Port Captain	Bruce Anderson	858 454-4051
Race Chair & Programs	Greg Stewart	619 723-3078
Secretary	Janet Callow	619 699-2581
Treasurer	Marcia Hilmen	619 222-1281
Albatross Editor	Deb Dominici	619 294-2244
At Large	Jerry Newton	619 222-1281
At Large	Doug Jones	619 993-9295

## January 10th—Jack Sutphen Special Program

Here's a great way to start out the New Year right—please join us at our first Ancient Mariners General Meeting of 2008. We have the distinct honor and pleasure to have one of our own, the fabled Jack Sutphen, on hand to speak of his newly published book:

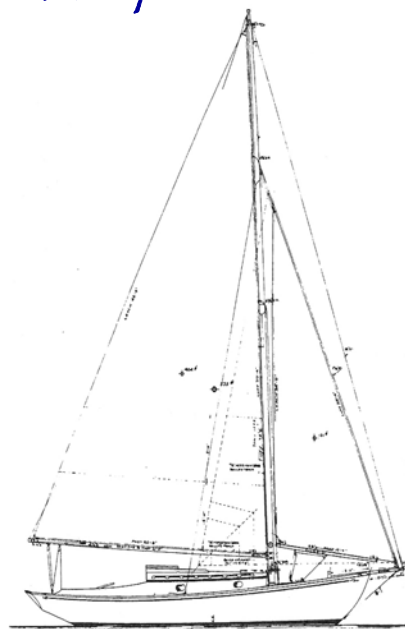
**Messing About in Boats for 80 Years, with Jack Sutphen.** We will have copies of Jack's book available for purchase and autographing at the meeting. Jack's new book features many outstanding photographs and commentary spanning his entire career in sailing as one of America's finest racing skippers.

This book is a rare jewel, to be treasured for all of the memories and insight it contains. County Television Network producer Jacquelyn Collins will also be on hand to show a brief (15 minute) video with footage of Jack, his wife Jean, Dennis Conner and others—with coverage of Jack's early sailing career and some America's Cup sailing scenes. Our General Meeting will begin at 7:30 PM, and you're welcome to avail yourselves of the dining room and bar at the Southwestern Yacht Club before the meeting. Please note that the meeting is scheduled for the second Thursday of the month (not the first, as is usual), i.e., 10 January. We're looking forward to Jack's program, and we hope to see you there!



## Call to Rescue—The Malabar Jr. *Risque*

Glenn Parrish contacted me to encourage the adoption of his boat (*gratis*), an historic John Alden design (No. 762) for the popular Malabar Jr. ***Risque*** was built by Don Pederson in 1947. The Malabar Jr. series which enjoyed a long life beginning with ***Little Warrior*** in 1925. ***Risque*** was built in Newport Beach, of the finest wood Pederson had been stockpiling, and who sailed her as his personal yacht for 27 years. Specifications include: 32'6" LOA, 8'8" Beam, 5' Draft. Her topsides will require work, as she's been laid up for ten years. Cedar planking over bent oak frames. Teak decks, spruce spars and nice mahogany cabin joinery. If some Regular members wish to transition to Flag status, or anyone you may know could be interested to contribute toward this project in a syndicate arrangement, act now! Doug Jones (Traditional Boat Works, 619 993-9295, tradbw@earthlink.com) had the opportunity to inspect ***Risque*** last year. Contact me, Glenn Parrish (glen.parrish@navy.mil) or Doug, and we'll see what can be done. I can forward several pictures by e-mail, recently received from the owner. The boat is in San Diego, and once restored, would be a very nice coastal cruiser.—*Dave*



## 2007 Half-Pint-o'-Rum Race Results, cont'd

**Frolic**, the Navy Luders now sloop-rigged and faster than her yawl-rigged sistership **Flirt**, took honors in the Racing Class. Jack Giubilato's schooner **Mischief** showed some fine speed to capture honors in the Cruising class. These two classes comprise the "Traditional" Start and Finish boats, requiring a bit of extra seamanship and skill to get skip-pers back aboard their boats



Many of the "Traditional" Starters Contemplate an early Sample of the Newly Charged Keg—photo courtesy Bob Greiser

(who must run, and then row, paddle or swim) from the beach keg starting line. Then, they debark at the finish to come ashore and sample the keg (which done, marks the exact elapsed time for that boats' race). The "Alternate" Start and Finish boats involve a relatively normal race, without the offboard excursions. **Salsa**, the fine looking PC #45 took first in the Sailing class, perhaps without getting their feet wet. The Half-Pint-o'-Rum race was *the* original race organized by the founders of the Ancient Mariners Sailing Society. This was the 34<sup>th</sup> consecutive race, a cherished AMSS tradition and prestigious "winter" event.

Runners-up included: **Pacifica** (2<sup>nd</sup>) and **Sally** (3<sup>rd</sup>) in the Racing class; **Witchcraft** (2<sup>nd</sup>) and **Old Glory** (3<sup>rd</sup>) in the Cruising class; **Menace** (2<sup>nd</sup>) and **Carl Eichenlaub** (3<sup>rd</sup>) in the Sailing class. The Race Committee (Greg Stewart, Doug Holthaus and his son Hunter) did a great job of staging the start and finish, and transporting the keg to each of those sites without becoming obviously inebriated.



Aboard *Sally*, with *Frolic* sniffing flank and *Windley* close astern — photo courtesy Bob Greiser

So far as is known, there were no handicap adjustments for poor, rotgut rum. In keeping with the generous camaraderie surrounding this race, there were actually no protests lodged this year, even while all sorts of dubious tactics were observed during the race. The post-race raft-up looked every bit as picturesque as Hamilton Harbor after a Bermuda race (see our cover photo by Bobby G!). Many thanks to all who sailed, and made this one of our best Half-Pints in recent years. Please take note, though - we'd like some more Pusser's and Black Seal entries next year.



## 2007 Half-Pint-o'-Rum Race Results

Class: Racing	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
<b>"Traditional" Start and Finish—Racing Class Handicap Distance: 7.8 NM; Scratch Boat Rating 75; Start Time 12:45:00</b>									
Racing	Frolic	USN Luders	NA6	150	75	14:12:45	1:27:45	1:18:00	1
Racing	Pacifica	S&S Yawl		110	35	14:09:15	1:24:15	1:19:42	2
Racing	Sally	10 Meter	7512	75	0	14:07:00	1:22:00	1:22:00	3
Racing	Dauntless	Alden Schooner		168	93	14:23:57	1:38:57	1:26:51	4
Racing	Ocean Queen	Rhodes Yawl		150	75	14:24:05	1:39:05	1:29:20	5
Class: Cruising	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
<b>"Traditional" Start and Finish—Cruising Class Handicap Distance: 7.8 NM; Scratch Boat Rating 75; Start Time 12:45:00</b>									
Cruising	Mischief	Schooner	None	200	125	14:32:15	1:47:15	1:31:00	1
Cruising	Witchcraft	BB		200	125	14:33:55	1:48:55	1:32:40	2
Cruising	Old Glory	Caulkins 50		160	85	14:29:14	1:44:14	1:33:11	3
Cruising	Benchmark	30 Square M		170	95	14:32:00	1:47:00	1:34:39	4
Cruising	Pilot	S&S 35	16	255	180	14:43:30	1:58:30	1:35:06	5
Cruising	Maid of Kent	Schooner		450	375	15:47:00	3:02:00	2:13:15	6
Cruising	Scamp	Fractional Cutter		360	285	DNF			7
Class: Sailing	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
<b>"Alternate" Start and Finish—Sailing Class Handicap Distance 7.8 NM; Scratch Boat Rating 150; Start Time 12:25:00</b>									
Sailing	Salsa	PC	45	0	0	14:05:07	1:20:07	1:20:07	1
Sailing	Menace	PC	62	0	0	14:05:35	1:20:35	1:20:35	2
Sailing	Carl E	PC	84	0	0	14:08:00	1:23:00	1:23:00	3
Sailing	Windley	Luders 16	191	270	120	14:27:35	1:42:35	1:26:59	4
Sailing	Taroa	Kettenburg 50	7902	165	90	14:45:20	2:00:20	1:48:38	5
Sailing	Route 66	PC	66	150	0	DNS			6



Charging the Keg—photo courtesy Greg Stewart

The Elements and Practice of Rigging and Seamanship, David Steele, 1794 -

to "cut and run"—meaning "to run away"

This phrase probably originated with an immediate risk to a ship that has no time to raise anchor. The anchor cable was cut, the anchor abandoned and the ship made sail with the utmost urgency:

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Happy New Year!	2	3	4	5
6	7	8	9	10 General Mtg.	11	12
13	14	15	16	17 Board Mtg.	18	19
20	21 M.L. King Day	22	23	24	25	26
27	28	29	30	31		

## UPCOMING EVENTS

- Thursday, 10 January—AMSS General Meeting. **Messing About in Boats for 80 Years, with Jack Sutphen.** Southwestern Yacht Club, 7:30 PM, Drinks and Dinner Beforehand, Bring Your Friends!
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## ~ The Importance of Bird Guano ~



Uninhabited islands where a large amount of bird excrement is found automatically become American territory whenever an American citizen discovers them. The “Guano Island Act,” passed in 1856 to secure deposits of this important raw material for the USA, is in theory still in force today. The following islands have thus become American: Baker Island, Jarvis Island, Howland Island, Kingman Reef, Johnston Atoll and the Midway Atoll.

Many years ago, I had a collision with a large Laysan Albatross (i.e., “Gooney Bird”) while landing a US Navy plane at Midway—our nose radome and the bird were destroyed. My crew and I had cold beers on the beach for a few days, waiting for aircraft replacement parts to be shipped. We did not notice, nor were we bothered in the least by bird guano! - Dave

## ANCIENT

SAILING SOCIETY  
EST. 1975WE'RE ON THE WEB! [WWW.AMSS.US](http://WWW.AMSS.US)ANCIENT MARINERS  
SAILING SOCIETY  
EST. 1975P.O. Box 6484  
San Diego, CA 92166General Meetings: 1st Thursday of every  
month, 7:30 PM @ Southwestern Yacht ClubWeb: [www.amss.us](http://www.amss.us) E-mail: [info@amss.us](mailto:info@amss.us)

AMSS Ship-to-Ship VHF Common -Channel 68