



ALBATROSS

Ancient Mariners Sailing Society
Est. 1975

Half-Pint o' Rum Finishes 2008

MEETINGS

- Thursday, New Year's Day, 1 January— AMSS New Year's Day Sail—San Diego Bay.
- Thursday, 8 January — AMSS General Meeting— Care and Restoration of the Schooner *Maid of Kent*, by Jerry Newton, San Diego Yacht Club, 7:30 PM.
- Thursday, 22 January, AMSS Board of Directors Meeting, Fiddlers Cove, Shelter Island Drive, 7:30 PM. (Drinks and Dinner at the restaurant beforehand).



2008 Half-Pint-o'-Rum Starting Lineup

—photo courtesy Gretchen Dorian

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The 2008 Ancient Mariners Half-Pint o' Rum Race featured a great lineup (twenty-four boats competing), and a very fine, sunny San Diego Winter day. There was scant early wind on the way down to the start on the Silver Strand beach in the South Bay, and some PCs and other boats without auxiliaries hitched a tow behind **Scamp**, **Freedom** and some other racers. The turnout proved once again that the Half-Pint is the most favorite Ancient Mariners race every year, after the Yesteryear Regatta in May. The race started with a decent breeze, which brought most boats up the bay in good time. Towards the end, the wind slowed to a creep, and many of the back half added some elapsed time struggling for the finish, or DNF'd. **Chimaera**, **Benchmark** and **Celeste** took honors in their respective classes. The race itself was an excellent show; please see the racing results and more photos on pages 6 and 7...

Editor's Corner: Happy New Year!

Well, we're off to a brand new start in 2009! The Ancient Mariners have elected some new faces to our board, which is a very welcome change. Commodore Marcia Hilmen has some fine plans in work for 2009. Our monthly General Meetings will now be held at the San Diego Yacht Club (normally on the first Thursday of each month, 7:30 PM). Of course, we are very thankful for the venue we have enjoyed at the Southwestern Yacht Club these past years, and we'll look forward to some continuing events there this year as well.

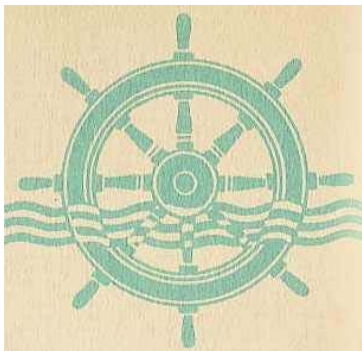
2009 Officers & Board Members

Commodore	Marcia Hilmen	619 222-1281
Vice Commodore 1	Peter Hylan	619 336-6667
Vice Commodore 2	Johnny Smullen	619 758-9198
Port Captain	Bruce Anderson	858 454-4051
Secretary	Janet Callow	619 699-2581
Treasurer	Deb Dominici	619 294-2244
Race Chair	Doug Jones	619 993-9295
At Large	John Driscoll	619 222-0325
At Large	Jack Giubilato	619 871-9264
At Large	Ann Kinner	619 223-6969

I'll be resuming my job as Editor of the Albatross, and our many thanks are due to Deb Dominici for her work to produce this publication during 2008. While 2009 may involve some difficult challenges related to the global financial downturn, at least we can rest well knowing that the winds still blow free, and our boats remain a familiar source of joy and comfort. What better to keep us busy and quite happy than a regular schedule of friendly AMSS races and gatherings?

We'll enjoy all of our traditional events this coming year: the April Fool's race, Yesteryear Regatta, Kettenburg Regatta, Koehler's San Diego Wooden Boat Festival, Family Boatbuilding, Commodore's Cup, Maritime Museum events, seven ("count 'em"!) 20 Guinea Cup races and the perennial Half Pint o' Rum to round out the year. After thirty-five years of such favorite events, the Ancient Mariners Sailing Society maintains some extraordinary routines and standards. Programs Chair Greg Stewart is making a new list of outstanding programs for our monthly General Meetings, and the 2009 calendar will be forthcoming.

Beginning with this issue, the Albatross will include a "feature" article on a member's flag vessel. If you'd like to see your boat in the Albatross, please send me a couple of paragraphs and your best, favorite pictures (i.e., make it "easy" for me...). Many thanks to all of you fine Ancient Mariners for sustaining our grandly successful sailing fraternity over the years, which is truly a unique group of talented and interesting people. Please plan to attend our first 2009 General Meeting at the San Diego Yacht Club on Thursday, 8 January, where Jerry Newton will speak on the care and restoration of his lovely baby blue schooner, **Maid of Kent**. Aloha and Happy New Year! - *Dave Easter*



January Flag Boat—*Pacifica*

Doug Jones' flag yacht ***Pacifica*** is well known in Southern California, and was restored to as-new condition at Doug's boatyard, Traditional Boat Works, Inc. in 2005-2007. She was designed by Olin Stephens in 1946, and built by Henry B. Nevins (City Island, NY) in 1947. ***Pacifica*** (formerly ***Eroica***) is a 49' yawl, originally owned by Mr. Fuller (of the Fuller Brush Co.). The boat has a fine racing record, having won the Miami-Nassau race in 1960, first in class at the 1963 Southern Ocean Racing Conference series, first in the 1978 Ancient Mariners San Diego to Maui race (13 days, 12 hours), and winner of the 1986 Yesteryear Regatta.



Returning from the 2008 McNish Classic Race, at sundown with porpoises alongside—photo courtesy Bob Greiser

Pacifica was perhaps the first ocean racer of note to mount an aluminum mast, Fuller having replaced her original mast against the advice of designer Stephens. At one time in her career, she was home in the Mediterranean, and owned by the Italian physicist Gabriel Giannini, who took her to San Diego via the Panama Canal. Several generations of the Frost family sailed her for many years here, before Doug acquired her. Doug appears in the photo below, surveying his deck work during the 2007 rebuild. Olin Stephens was visiting the Ancient Mariners and his friends in San Diego when ***Pacifica*** was re-commissioned, and celebrated her 60th birthday with a party at the Southwestern Yacht Club on 11 March 2007. Doug's mother, Ginny, had arrived from Martha's Vineyard with a few bushels of oysters shucked and served at the party, to the delight of all present.

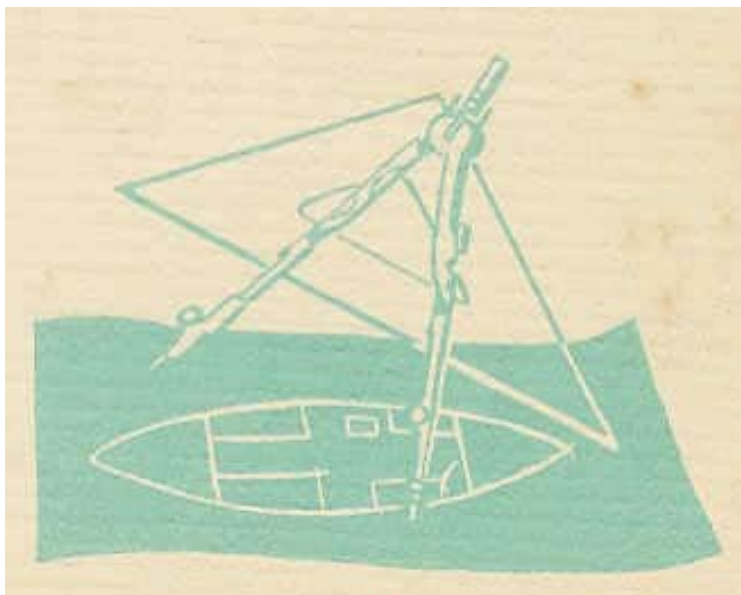


Recent racing exploits include a magnificent finish in the 2008 McNish Classic Race in the Channel Islands. Neck-and-neck with C.F. Koehler's 10 Meter ***Sally***, ***Pacifica*** came from behind to blanket ***Sally's*** spinnaker once the two boats were near the finish, inside the breakwater. With no maneuvering room, ***Sally's*** spinnaker dropped as though her halyard had been let loose, and ***Pacifica*** skirted right around her at the last minute. For a comprehensive look at ***Pacifica's*** restoration, please visit the website, www.traditionalboatworks.net.

The Philosophy and Policies of AMSS Handicapping

(ed. Note: this article has been prepared by the AMSS Handicap Committee, i.e., Doug Jones, Jerry Newton and Greg Stewart. 2009 AMSS handicaps are posted on the website, www.amss.us).

The principal goal of AMSS handicapping is to foster full participation and friendly competition in the Yesteryear Regatta. In recognition that each AMSS vessel is unique and generally not a production vessel amenable to a PHRF (Performance Handicap



Racing Fleet) type handicap, we attempt to generate handicaps that reflect the individual performance of each yacht. The actual performance of each vessel is evaluated as it is currently sailed with existing crew and equipment, not its potential performance predicted by some arbitrary formula. A change of crew or skipper with greatly different skills or a change in equipment that results in changes in performance requires a change in handicap. Obvious changes to the original design to improve performance such as the turbo rig in *Maid of Kent* or the speed modifications to the rudder of *Brushfire* are monitored with great skepticism by the handicap committee. Flag vessels that are new to AMSS or have changed ownership are assigned a provisional (P) handicap which will change each time the yacht is raced, leading to a handicap in keeping with the rest of the fleet for the Yesteryear Regatta. The handicap is no longer provisional when the handicap committee is confident that a consistent rating is found.

The exception to this individual performance handicapping system are groups of yachts that have requested to race "head to head" with the same handicap such as the Kettenburg PC's and the Luders 16's. These vessels have adopted more of the PHRF philosophy that similar vessels have similar handicaps. In contrast to this we have Kettenburg 50's and Calkins 50's with substantially different ratings, as required to keep the individual yachts competitive.

The Yesteryear Regatta is a reverse handicap start where each vessel receives its handicap correction in the start time. In a year with average conditions all participants should arrive at the finish line simultaneously. We consider average conditions to be a SW wind of 8-14 knots with little tidal differences between the first and last starting vessels. Under these conditions the Yesteryear Regatta is roughly ...Cont'd, pg. 5...

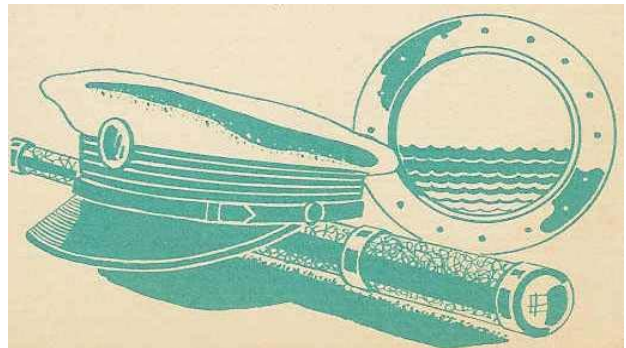
AMSS Handicapping, Cont'd...

...half reaching and half beating and running. Thus, the handicaps which apply for this mixed course will not always apply to a random course with all reaching or all upwind type of sailing that may occur in a given Guinea Cup or Half Pint of Rum race. The variations in performance with course type are particularly obvious in the heavier gaff rigged and split rig yachts which tend to reach well but do not go to weather well. Evidence that the handicapping system is working is found in the results of our 2008 Yesteryear Regatta (see 2008 overall results sort online) where 25 of 32 yachts finished within a 15 minute window. In that race our smallest yacht **Genevieve** (25 ft gaff cat-boat) finished within 4 minutes of our largest yacht **America** (105'gaff schooner). The committee's first priority in handicap review is the group of yachts finishing outside of this tightly clustered group in the Yesteryear Regatta.

Historically, the Handicapping Committee has met just prior to the Yesteryear Regatta to review the performance of those vessels entered in the Regatta. With our Guinea Cup series spanning the entire year we are changing the timing and scope of our handicap review. We would like to have a set of handicaps for the calendar year which would not change in May prior to the Yesteryear Regatta. Handicaps for all vessels actively racing in any AMSS event will be reviewed in December and set for the forthcoming year, with the exception of provisional handicaps which will be continuously adjusted. If you have any questions about handicaps please contact the handicap committee in writing.

New Books and Such...

AMSS member and East Coast writer Ginny Jones has prepared her regular list of recommended 2008 books for the nautical crowd. If you missed a new book for Christmas this year, please see: <http://www.amss.us> for a link to the list.



Also, Maritime Museum of San Diego President Ray Ashley sends the following message: "It just came out: [Building the Kettenburgs](#) by Mark Allen. We now have 1000 warm copies sitting at the museum waiting to be placed under Christmas trees. It's a great book, relates directly to San Diego, our own yachting history, and even Ancient Mariner's history through the story of the boats now lovingly preserved and sailed by several members." This fine book has been made possible with contributions from The Kyle Endowment for Intellectual Property Development at Mystic Seaport, The Olin Stephens Fund for Yachting Publications, and the sponsors for the Maritime Museum of San Diego. The book is also available at Ann Kinner's Seabreeze, on Scott St.

2008 Half-Pint-o'-Rum Race, cont'd

Greg Stewart headed up the Race Committee for this year, along with his friend Gretchen Dorian from Michigan, whose photographs are included in this article (please e-mail her GDORIAN@aol.com for additional photographs and usage rights). Runners-up included: **Brushfire** (2nd) and **Frolic** (3rd) in the Racing class; **Spitfire** (2nd) and **Chico** (3rd) in the Cruising class; and **Menace** (2nd) and **Carl Eichenlaub** (3rd) in the Sailing class. Obviously, the post-race raftup was a great gathering



The 2008 Half-Pint Raftup - photo courtesy Gretchen Dorian



Scamp with a brood in tow - photo courtesy Gretchen Dorian



Some of us were worried about the newly enacted laws prohibiting alcohol on the beaches, but none were arrested or taken to jail. There was plenty of ingenuity shown among the racers for moving from beach to boat and back, including surfboards, paddleboards, triathlon free swimmers, dories, dinks and skiffs. Some made use of spinnakers on the

first leg to the Coronado bridge, which made for some interesting and colorful views of the fleet. All in all, another great Half Pint, and another fine year!

(see above). The Kettenburg PCs made a good showing, with six sailing the race. **Zephyr** was the single Luders 16 sailing, and missed her regular competition from **Windley** and **Jalapeno**. The rum keg originally supplied to the club some 30-odd years ago by Pusser's was carefully refurbished by Doug Jones, and seemed to do a fair job of containing the various fifths comprising the race entry fees.



Sally, heads for town, with C.F.'s dory astern - photo courtesy Gretchen Dorian



2008 Half-Pint-o'-Rum Race Results

Class: Racing	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
"Traditional" Start and Finish—Racing Class Handicap Distance: 7.8 NM; Scratch Boat Rating 67; Start Time 12:35:00									
Racing	Chimaera	Driscoll Sloop		87	20	14:13:02	1:38:02	1:35:26	1
Racing	Brushfire	Driscoll Sloop		67	0	14:12:42	1:37:42	1:37:42	2
Racing	Frolic	Navy Luders	NA 6	148	81	14:25:35	1:50:35	1:40:03	3
Racing	Sally	10 Meter	7512	75	8	14:17:33	1:42:33	1:41:31	4
Racing	Dauntless	Alden Schooner		168	101	15:11:49	2:36:49	2:23:41	5
Racing	Pacifica	S&S Yawl	7019	110	43	DNF			
Class: Cruising									
Class: Cruising	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
"Traditional" Start and Finish—Cruising Class Handicap Distance: 7.8 NM; Scratch Boat Rating 75; Start Time 12:45:00									
Cruising	Benchmark	30 Square Meter		189	122	14:36:40	2:01:40	1:45:48	1
Cruising	Spitfire	Cherubini		170	103	14:46:35	2:11:35	1:58:12	2
Cruising	Chico	Tahiti Ketch		600	533	15:53:45	3:18:45	2:01:21	3
Cruising	Mischief	Schooner		225	158	15:09:03	2:34:03	2:13:31	4
Cruising	Freedom	Alden Cutter	17002	195	128	15:10:30	2:35:30	2:18:52	5
Cruising	Shanter			200	133	15:19:19	2:27:02	2:27:02	6
Cruising	Pilot	S&S 35		305	238	16:20:00	3:45:00	3:14:04	7
Cruising	Old Glory	Caulkins 50		210	143	DNF			
Cruising	Maid of Kent	Schooner		450	383	DNF			
Cruising	Shalimar			200	133	DNF			
Cruising	Scamp	Stone		300	233	DNF			
Class: Sailing									
Class: Sailing	Yacht	Type	Sail #	Rating	Handi- cap	Finish Time	Elapsed Time	Corrected Time	Place
"Alternate" Start and Finish—Sailing Class Handicap Distance 7.8 NM; Scratch Boat Rating 150; Start Time 12:30:00									
Sailing	Celeste	PC	40	150	0	14:20:10	1:50:10	14:20:10	1
Sailing	Menace	PC	62	150	0	14:22:04	1:52:04	14:22:04	2
Sailing	Carl Eichenlaub	PC	84	150	0	14:23:50	1:53:50	14:23:50	3
Sailing	Onion Truck	PC	21	150	0	14:27:30	1:57:30	14:27:30	4
Sailing	Route 66	PC	66	150	0	14:37:20	2:07:20	14:37:20	5
Sailing	Zephyr	Luders 16		191	140	15:09:20	2:39:20	14:51:08	6
Sailing	Holly	PC	46	150	0	15:10:00	2:40:00	15:10:00	7

*Now and then we had a hope that if we lived and were good,
God would permit us to be pirates—Mark Twain*

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

UPCOMING EVENTS

- Thursday, 1 January. New Year's Day Sail, San Diego Bay.
- Thursday, 8 January — AMSS General Meeting—Care and Restoration of the Schooner *Maid of Kent*, by Jerry Newton, San Diego Yacht Club, 7:30 PM.
- Thursday, 22 January, AMSS Board of Directors Meeting, Fiddlers Cove, Shelter Island Drive, 7:30 PM. (Drinks and Dinner at the restaurant beforehand).

Working Sails for Basic Rigs

Cat: Main. Sloop: Main, Jib. Cutter and Double Headsail Sloop: Main, Staysail, Jib. Cat Ketch: Main, Mizzen. Ketch: Main, Mizzen, Staysail, Jib. Yawl: Main, Mizzen, Staysail, Jib. Schooner: Main, Fore, Forestaysail, Jib.

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P.O. Box 6484
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General Meetings: 1st Thursday of every
month, 7:30 PM @ San Diego Yacht Club

Web: www.amss.us E-mail: info@amss.us

AMSS Ship-to-Ship VHF Common -Channel 68