



ALBATROSS

Ancient Mariners Sailing Society
Est. 1975

2009 20 Guinea Cup Races

MEETINGS

- Thursday, 5 February General Meeting, New Book Releases, by Ann Kinner at Seabreeze.
- Saturday, 7 February, 2009 20 Guinea Cup Race #1, Buoy #17, 12:00 noon start.
- Thursday, 19 January, AMSS Board of Directors Meeting, Fiddlers Cove, Shelter Island Drive, 7:30 PM. (Drinks and Dinner at the restaurant beforehand).



Brushfire Hauling Through a 20 Guinea Cup Course

—photo courtesy Bob Grieser

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In this issue, we'll go over the 20 Guinea Cup Series. These races have evolved with the club, and were begun largely by Staff Commodore Rod Latimer and his wife Diana beginning in 1998, so we've now been through the first decade. While the Half Pint o' Rum Race and Yesteryear Regatta predate the 20 Guinea Cup series by at least twenty some-odd years, the 20 Guinea Cup has obtained a steady and enthusiastic backing by practically all Ancient Mariners flag vessels. In fact, 20 Guinea Cup racers must mount a true campaign over most of a year to have a chance of silver every December. As such, the 20 Guinea Cup Series is definitely the most demanding race venue organized by the Ancient Mariners. The format for the race was intentionally patterned after the so-called Wednesday night races held after the San Diego Yacht Club skipper's (cont'd pg. 5)

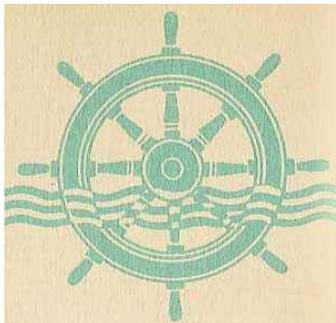
Editor's Corner: Everyone's Warm Here in SD!

Well, maybe we're short of rain here, but the fine temperatures are no doubt the envy of Americans everywhere else. In the midst of the continuing financial depression in our land, we can still appreciate the welcome respite provided by time spent on the water, with and among good friends. Which brings us to the 2009 20 Guinea Cup Series. Yes, you do have a chance for some silver at year's end, with a new season of racing beginning on Saturday, 7 February! If you're the conscientious type, or merely interested in making your boat and crew famous,

please read the cover article, and consult the 2009 20 Guinea Cup Course Descriptions and Sailing Instructions on our website, www.amss.us. And, that reminds me: Ann Kinner of Seabreeze is hosting our February General Meeting, and she will be making available the detailed historical current descriptions compiled by Dr. Dan Brown of the Scripps Institute (covering SD Bay and offshore from Oceanside down to Mexico). So, if you don't have DC in your cockpit for the 20 Guinea Cup races, this is some fine gouge to have on hand, ready at all times (but, remember to bring your tide tables!).

With regard to our 2009 races and events, Program Chair Greg Stewart and Race Chair Doug Jones are busy with final touches on a great number of attractions. Bruce Anderson and Jerry Newton have been coordinating plans for the Schooner Cup race, which is scheduled for 4 April—there are between 20-30 vessels expected to sail. In addition to the 20 Guinea Cup Series (Feb., Mar., June, July, Sep., Oct. and Nov), we'll have the April Fools Race, the Yesteryear Regatta in May, Commodore's Cup (again, the traditional course around the Coronados Islands) in August and December's Half Pint o' Rum Race.

We expect a great showing at Koehler's San Diego Wooden Boat Festival on Father's Day weekend, along with another Family Boatbuilding event. We hope to have a large fleet of



San Diego boats competing in the McNish Classic Race at Channel Islands Harbor again this year. Greg has several promising programs setting up for this year's General Meetings. Please join us at Seabreeze on Thursday, 5 February, where Ancient Mariner Director Ann Kinner will present some new book releases, including the very fine work, [Building Kettenburgs](#), Premier Boats Designed and Built in Southern California, by Mark Allen. Aloha! - *Dave Easter*

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	619 223-8989

February Flag Boat—*Sprig*

Sprig was designed in 1930 by Clinton Crane. Crane designed numerous 6 meters and other fast racing sailboats in the early 1900's. Olin Stephens credited Crane for passing along a few commissions to Stephens when he was beginning his career, as Crane was concentrating on other business endeavors.



Sprig with an alert crew—photo courtesy Bob Greiser

Sprig was built in 1930 at the Henry B. Nevins, Inc. on City Island, New York. Nevins was one of the premier builders of the day and **Sprig** was built using all of the best materials and methods available at the time. Details include: Mahogany Hull Planking over steam bent Oak frames. Spruce Deck beams with Cedar Deck planking. Bronze fastening. Bronze strapping and formed knees. Two piece continuous length Spruce spar.

Sprig was commissioned by a St. Louis syndicate to compete for a position on the 4-boat US team for the 1932 British-American Challenge to be sailed on the Clyde. During the selection trials, **Sprig** was recognized as a fast boat but the crew was considered by the selection committee to be too green. Upon receiving the request to let a more experienced team sail her, the owners of **Sprig** denied the request and withdrew her from the selection series.



A new deck coming...

After her initial Long Island Sound racing, **Sprig** spent a number of years on Lake Ontario before coming to the West Coast. Keith McKinnon purchased her in the early 1970's from a group in Santa Barbara and brought her to San Diego where he sailed her for nearly 30 years until Greg Stewart purchased her in 1998. The boat has always been named **Sprig** and was named as such in reference to the Sprig duck that has a distinctive pintail like the boat. In addition to winning a number of races in recent years **Sprig** won the San Diego Yacht Club's Opening Day Inspection for "Best Maintained Classic Boat" in 2001 and 2002.

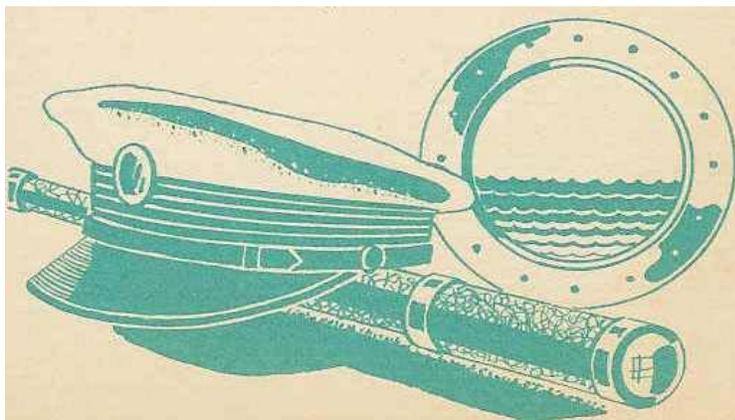
Ventilation and Vents

There are many different mantras which are supposed to guarantee the success of various endeavors. High real estate values (and prices) are dependent upon location, cosmetic finishes reflect the quality (and quantity) of preparation and a wooden boat's life, to a substantial degree, depends upon ventilation and maintenance, in addition to the initial quality of materials and construction. Too many boats, like horses, are "rode hard and put away wet" which is a sure first step down the slippery slope towards expensive problems. Keep a boat clean, keep her dry below and make sure that there is positive ventilation flowing through the boat. Ironically, one of the ways to keep her dry below is to swill down the decks every morning and afternoon with salt water to keep the decks tight. Salt water is hard on the brightwork but great for teak decks. Use a canvas bucket (doesn't mar the topsides) which you made yourself. Hervey Garrett Smith's books provide clear and explicit instructions and drawings. A daily washing down is easily accomplished while the boat is in commission but when she is laid up and stored a different regimen must be employed. Whether in the water or out you should erect a cover over the deck and leave all the hatches, portholes and ventilators open so that air can circulate. If you must use a shrink wrap/plastic cover rather than canvas, make sure that it has adequate openings and space between the rub rail and the bottom of the plastic so that the movement of air is not blocked. In addition remove as much gear as possible, clean all the crap out of the bilges (use a strong galley serving spoon to get down into the frame bays and a thin screw driver to clean out the limber holes (renew the limber chain if you must) and lockers, and leave drawers, bins, locker doors and the cabin sole hatches slightly ajar.

One of the best ways to ventilate a boat in virtually all conditions is through a Dorade box and swiveling cowl vent. Designed in 1930 for use on the legendary Sparkman & Stephens yawl **Dorado** (hence the name) the Dorade box incorporates a baffle and water trap so that the air entering through the cowl vent cannot (in theory) carry water into the interior. In addition a deck plate is normally provided which can close off the top of the box when rough weather dictates removal of the cowl vents,

Until thirty or forty years ago very solid bronze and brass cast round, oval and teardrop shaped cowl vents in various diameters and spigot heights were readily available for use either on top of a Dorade box or mounted on a cabin or deck structure on larger yachts. Jointed sheet brass and jointed sheet galvanized cowl vents suitable for use on the fore-deck of smaller boats kept cuddies and chain lockers vented on day sailors and cat boats. Mushroom vents for use over the galley and half cowl ventilators for installation on the sides of power boat cabins or engine rooms all were available to provide ventilation below. For steamships and large vessels a wide range of huge ventilators and rotating vents were available. Then the marine industry in general -- and wooden boats in particular -- entered into a dark period from which it has only recently emerged. Fortunately we now have several companies who are manufacturing very well made...(Cont'd pg.6)

AMSS 20 Guinea Cup Races, Cont'd...



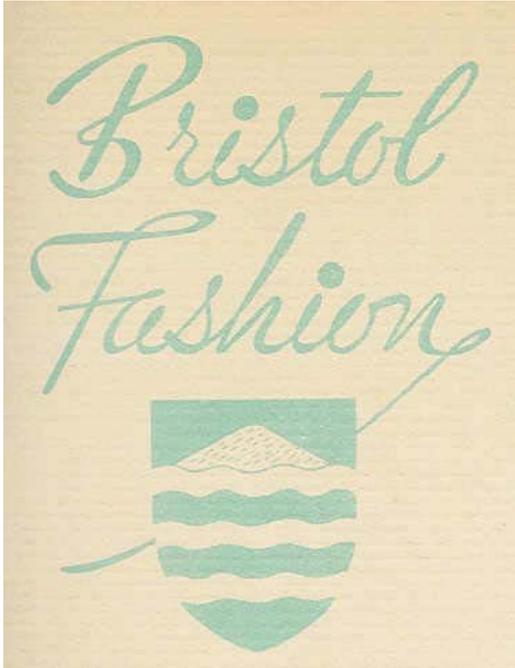
lunches every week. Purposely informal, the races would be hailed in impromptu fashion at the start near buoy #17, much as a friendly “pick up” game of basketball ashore. Rod donated a rather dilapidated “trophy” which still serves as the perpetual trophy, acquired it’s said at a Point Loma garage sale. In one of the earliest races, Jim Sutter in

his Alden sloop *Nerissa* began taking on water, and needed assistance from the fleet. The boat survived, and the Ancient Mariners awarded Jim a “DNS” trophy afterwards (that is, “Did Not Sink,” as compared to the standard “Did Not Start”). Originally, the 20 Guinea Cup races were always “working sails only,” and there were about three races a year. Later, it was expanded to five, and now seven races, with three of those permitting all sails. Be prepared to break out your spinners and gollywobblers this year in March, July and October.

Scoring for the 20 Guinea Cup Series uses the low point system, which accounts for the need to sail as many races as possible. Points are awarded for finish place on each race, first being one, second two, etc. The cumulative points of the **best five out of seven** races determine the overall positions reckoned for the awards in December. If you’re competing, DNF’s are scored as last place plus one, and DNS’s are last place plus two. These days, there are two classes— Short Course boats rate at 180 or over (Luders 16s are also scored as one designs). Long course (two laps) boats rate 189 and under. New 2009 20 Guinea Cup Course Descriptions and Sailing Instructions are now posted on our website, www.amss.us. This year, Jack Swendsen (and Cheryl) will again manage the races, hailing the course near buoy #17, or channel 68A prior to the noon starts from either *Flirt* or *Frolic*. There will be three long blast signals, warning at 1150, “predatory” (this is a prevailing typo in the sailing instructions meaning preparatory, or perhaps not depending on your attitude) at 1155, and the starts at 1200.

There are six courses specified according to the expected prevailing wind speeds and direction for the race. All marks are San Diego Channel buoys, and the Navy Mooring Buoy FM “19.” If “Romeo” is hailed or broadcast, the course is reversed (but Jack would never do this, we hope...) Racers must take their own finish times, and call those in to Jack at 619 899-3144. The series is now governed by International Yacht Racing Rules (IYYR) 2009-2012 including the prescriptions of US SAILING. Early starts are penalized 5 minutes plus the amount of time over early. Large vessels have right-of-way in the channel, and take care to avoid collisions at all times. The chairperson for 2009 20 Guinea award trophies is up for grabs, any volunteers?

Ventilation and Vents, cont'd



heavy and attractive ventilators. Gannon and Benjamin, 30 A Beach Road (Box 1095), Vineyard Haven, MA, 02568, USA (508) 693-4658, www.gannonandbenjamin.com) has patterns and can custom cast handsome bronze cowl vents. They also have patterns for many other pieces of hardware ranging from mast and rigging hardware to cleats, fairleads, and deck fittings. Paul E. Luke at 15 Luke's Gulch, East Boothbay, Maine 04544 (207-633-4971, www.peluke.com) will manufacture either aluminum or bronze high/mid profile ventilators in a sort of upside down pear shape, in sizes from 3" to 7" diameter and 7.5" to 24.5" high. The aluminum vents are available in all of AwlGrip's colors inside and out. The bronze vents can also be custom painted inside. For prices and availability, please contact Frank Luke. Classic Marine, Lime Kiln Quay, Woodbridge, Suffolk 1 P12 1BD, England (011-44-1394-380390, www.ClassicMarine.co.uk)

carries several sizes of small brass cowl vents and both low and high dome vents in spigot ID's ranging from 3" to 6". Classic Marine also carries brass "hit or miss" ventilators for use on interior doors or for locker doors. They have a wonderful catalog but for the best information about the current styles and prices, look at their website. It's full of uncommon and helpful information and nautical trivia. These are great folks to do business with and their delivery service is amazingly fast.

Mariner's Hardware, 1320-P Commerce St., Petaluma, California, 94954 (707-765-0880, www.marinershardware.com), began manufacturing vents, boxes and accessories in 2000, and continues to expand. They have added traditionally styled ventilation products and now sell round, oval, high and mid profile bronze, brass and 316 stainless steel cowl vents, clam shell and mushroom ventilators, and several differently shaped and styled teak and mahogany Dorade boxes. They sell a half cowl ventilator in SS, deck plates and hose adaptors as well as teak finishing rings. The vents are available with white powder coat as standard, and in various colors for an additional charge. Although not pictured in their brochure, their promotional material mentions SS protective guards in many shapes and sizes.

The following recommendations cannot be over emphasized. For a healthier boat, make sure that you take all excess gear off to store elsewhere when she's laid up. Nothing promotes rot (along with mildew and mold) faster than puddles of fresh water in dirty bilges, heaps of moldy PFDs or dirty sleeping bags and sails. Keep the air moving through the boat: ventilate, ventilate, ventilate! Clean her, cover her and if you can rig up a small electric heater and/or fan below when laid up, or a wind scoop at anchor, your boat will be the better for it.



Calling All Schooners!

Planning for the 2009 San Diego Schooner Cup race is well underway; the race is scheduled for 4 April. Application forms will be available on the Ancient Mariners and Silver Gate Yacht Club websites (www.amss.us and www.sgyc.org), along with an Invitation letter beginning next week. The letters will be mailed to all known schooner masters up and down the coast. The course is being planned now, and most likely will be a run from Harbor



Schooner America during the 2008 Yesteryear Regatta—

photo courtesy Frank Taliaferro

Island, around Buoys #19 and #17, then to Buoy #1 and back. Twenty to thirty schooners are expected to compete. If you have not seen the Schooner Cup trophy, let alone the race itself, it's a real sight. Let's just say it's quite large (too bulky to be accommodated in the Ancient Mariner's permanent exhibit at the Maritime Museum). Any questions should be directed to the Schooner Cup Race Committee (Mr. Taylor Coffroth at Silvergate Yacht Club, or Ancient Mariners Bruce Anderson or Jerry Newton). We're

Welcome Aboard

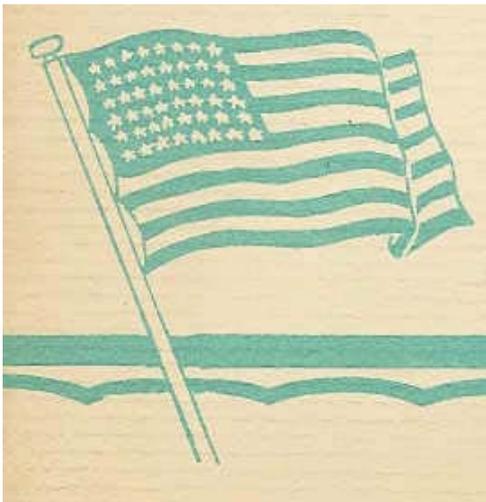
It has been a while since we've welcomed new members in these pages. So, please extend all courtesies due to the following new Ancient Mariners, ashore and afloat: Flag Members Neil Atwood (***Eulalie***), John Gish and Jim Koutras (***Erica***), Kerri Jajaczkowski & Della and Richard Jorgensen (Bevins Skiff), and Dr. Tom Measles & Linda Bewsow (***Cut to Heal***) and Jeffrey Woods (***Spitfire***); and Regular Members Billy Fox (an excellent marine surveyor, Shelter Island) and Robert Steel. Welcome aboard to all; we're looking forward to your company in any and all Ancient Mariners races and events in 2009.

The rigger's art is a combination of many skills, the practice of which is dominated by two factors, tradition and experience—Hervey Garrett Smith

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Sea-breeze Mtg.	6	7 Guinea Cup#1
8	9	10	11	12	13	14
15	16	17	18	19 Board Mtg.	20	21
22	23	24	25	26	27	28

UPCOMING EVENTS

- Thursday, 5 February General Meeting, New Book Releases, by Ann Kinner at Sea-breeze.
- Saturday, 7 February, 2009 20 Guinea Cup Race #1, Buoy #17, 12:00 noon start.
- Thursday, 19 February, AMSS Board of Directors Meeting, Fiddlers Cove, Shelter Island Drive, 7:30 PM. (Drinks and Dinner at the restaurant beforehand).
- Saturday, 7 March, 20 Guinea Cup #2
- Saturday, 4 April: April Fool's Race and San Diego Schooner Cup Race



- **Time to Build a Boat:** Hull, one-half. Fitting Out, one half.
- **The Cost of Building a Boat:** Hull, one-third. Fitting Out, one-third. Mast, Sails, Rigging and Engine, one third.
- **Estimating the Total Cost of Building a Boat:** Figure the total, and then double it.

ANCIENT MARINERS

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