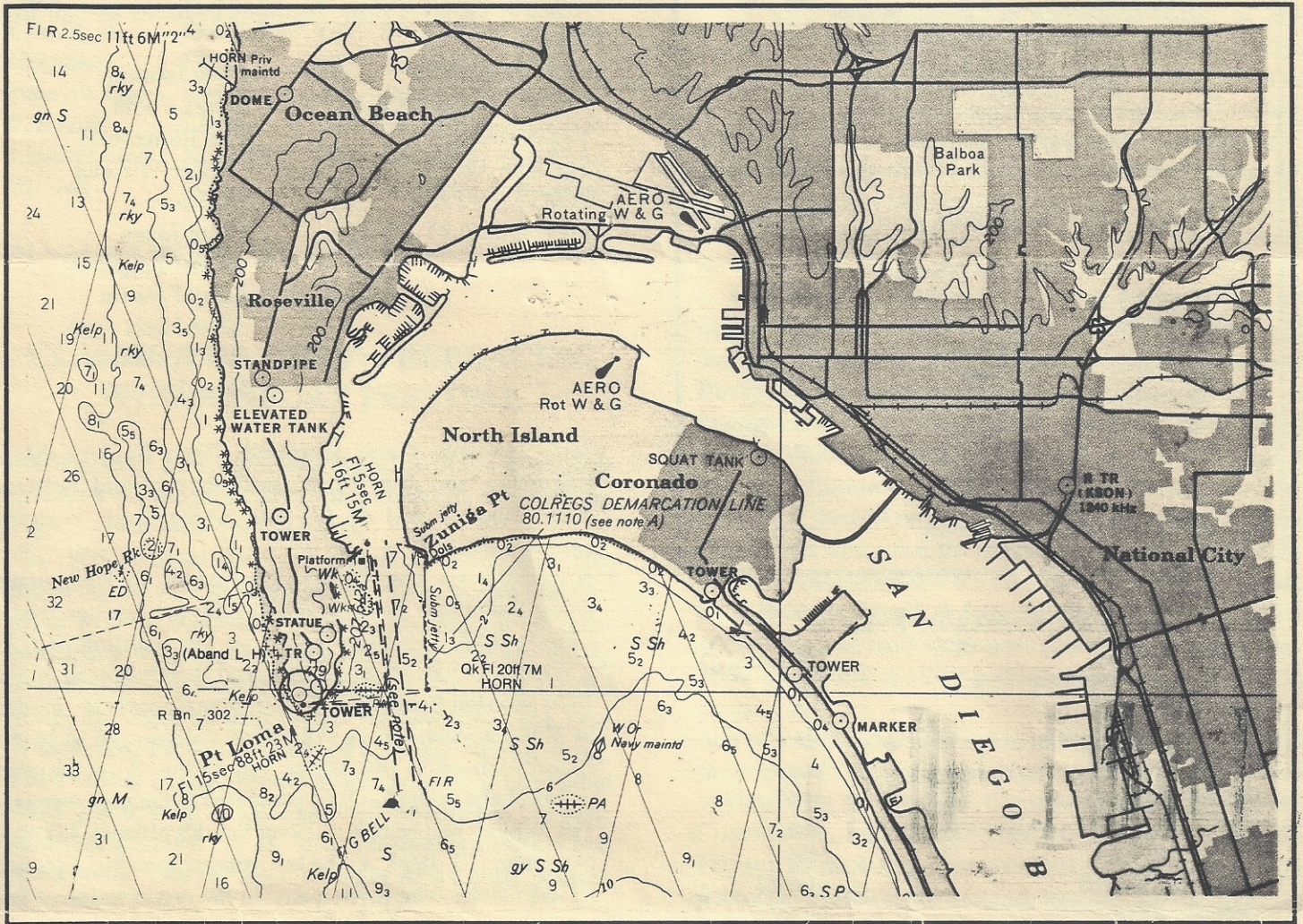


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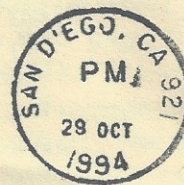
ANCIENT MARINERS SAILING SOCIETY

NOVEMBER 1994



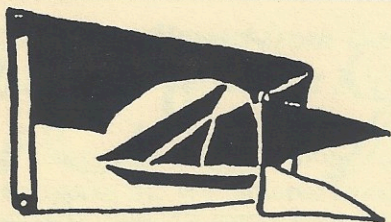
ANCIENT MARINERS SAILING SOCIETY

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Bout



The Albatross is the official publication of the
Ancient Mariners Sailing Society.

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AMSS Ship-to-Ship VHF Common - Channel 68

General Meetings: First Thursday of every month at the
Southwestern Yacht Club, 2702 Qualtrough St, San Diego

Editors: Diana Watson & Rod Latimer (619)287-9066

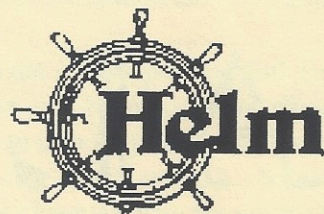
Board of Director

Commodore	Deb Dominici	459-7353
Vice Commodore	Doug Smith	222-2560
Secretary	Jim Keitges	485-8711
Treasurer	Michael O'Brien	723-5739
Port Captain	Ed Barr	224-7255
Members at Large	Tom Jackson	456-6963
	Vern Koepsel	327-6633
	Doug Jones	222-0865
	Greg Potter	264-1024
Staff Commodore	Rod Latimer	287-9066

1994 AMSS CALENDAR OF EVENTS

General Meeting	Jan 6
Commodores Cup & raft up	Jan 15
General Meeting	Feb 3
Jack and Jill Regatta	Feb 12
General Meeting	Mar 3
General Meeting	Apr 7
April Fools Regatta and Raft Up	Apr 23
General Meeting	May 5
Yesteryear Regatta	May 14
General Meeting	June 2
PCC Championship/Kettenburg Regatta	June 25
General Meeting	July 7
Commodore's Ball	July 16
General Meeting (Picnic)	Aug 4
Giant Small Boat Messabout '94	Aug 10 - 14
Gorilla Rock Cruise - Los Coronados	Aug 6 - 7
General Meeting	Sept 1
Labor Day Cruise	Sept 3-5
Petticoat Race	Sept 17
Iron Man Race	Sept 18
General Meeting	Oct 13
Boat Show - CCYC	Oct 15
Homeward Bound Race	Oct 16
General Meeting (Nominations)	Nov 3
Thanksgiving/Catalina Cruise	Nov 24 - 27
General Meeting (Elections)	Dec 1
Half Pint O'Rum Race	Dec 3
New Years' Eve Raftup - La Playa	Dec 31

From the



The meeting this month will be our nomination meeting. The nomination committee made up of Doug Graves and Annie Kolls have made recommendations and all have accepted.

COMMODORE:	Peter Benton
VICE COMMODORE:	Gregg Potter
TREASURER:	Lyn Richardson
SECRETARY:	George Wheeler
PORT CAPTAIN:	Ed Barr
MEMBERS AT LARGE:	Doug Jones
	Dennis Ferguson
	Larry Fossum
	Allan Niebrugge
	Bob Henderson
	Dave Houser

Jerry Newton, Keith Korporal, Brett Seiders, Mark Szczecina and Jon Bates, said they would help on committees. I will do PR and Annie Kolls is doing entertainment.

A special adhoc committee co-chaired by Jim Keitges and Doug Smith has been formed to have a Shelter Island Classic Boat Show this spring in the tradition of C.F. Koehler's Woodenboat Festival and then followed by the 1994 Wooden Boat Festival Formation Committee, headed by Rod Latimer. Gregg Potter has volunteered to be the Board's liaison to that adhoc committee. A preliminary proposal and budget will be presented at the next meeting. The meeting will be held at Doug Smith's office at 7:00 pm, November 10, 1994. At the last general meeting, I invited all individuals who participated in the organization of last year's event to attend the meeting.

Just a couple more items. The general membership and the AMSS Board have nominated Vern Koepsel YACHSMAN OF THE YEAR to San Diego Association of Yacht Clubs (SDAYC). I will read the letter I sent to SDAYC at the next meeting.

As many of you have probably read and have heard, the San Diego Maritime Museum is having a hard time. They have offered AMSS members a special 2 for 1 admittance fee if you show your card at the gate. GO! Also they need help with the daily operations and maintenance. If you can volunteer to help, let them know.

Deb Dominici, Commodore

Next Meeting: I will summarize my role plus where things stand on the Parks and Recreation Subcommittee for the Naval Training Center Reuse Plan.

LITTLE ENSENADA RACE ANCIENT MARINER CLASS RESULTS

Start was 11:00:00 Friday October 7th

Boat Name	Skipper	Rtg	Finish Time	Corrected Time
Sally	Koehler	80	19:52:16	07:29:36
Comanche	Dominici	120	23:45:44	10:41:44
Coquette	Holz	150	00:40:44	10:47:08
Emma's Rose	McCaa	175	01:12:07	11:11:17
Freedom	Latimer	140	01:23:41	11:53:51
Malabar Star	Koepsel	220	06:44:35	15:57:15
At Ease	Haupt	300	11:28:00	19:18:00

At Ease took the last to finish Turtle Trophy for all classes.

CLASSIC BOAT SHOW REPLACING WOODENBOAT FESTIVAL

On September 21st, the AMSS Board of Directors voted to sponsor a Classic Boat Show "in the interests of perserving a quality boat show for the future."

The Woodenboat Festival Board of Directors met following the AMSS announcement, and agreed that two major wooden boat shows a year competing for the same participants would not be in the best interests of our sailing community. Accordingly, the Festival Board has decided to step aside and tip their caps to the new team. The 1995 Woodenboat Festival will not be held this coming spring. The Festival Board wanted to extend a very heartfilled thank you to each of the Festivals' participants for their unflinching support. It is their outstanding efforts and perserverance that has made the show such a great success

Rod Latimer
1994 Woodenboat Festival Chairman

NEEDED IMMEDIATELY: New Editor and Publisher for the 1995 ALBATROSS to replace the retiring team. Must be able to start by January 1st.

**GENERAL MEETING, THURSDAY,
NOVEMBER 3RD**

1995 BOARD NOMINATIONS

Ron Render will show slides of the 1994 Port Townsend boat show and Wooden Boat Festival in Maine, plus highlights of other east coast wooden boat shows.

PORT SIDE



On one day in June, 1990, Port Captain Edward Barr inspected the USS Constitution (Old Ironsides), the oldest, (1797), commissioned U.S. naval fighting ship in Boston Harbor. The scuntlings (dimensions of structural parts) of this historic Wooden ship stretch todays imaginations. For example: 4 1/2" - 7" hull planking / white oak 6 1/2" hold ceiling

planking / oregon pine 21"x12" live oak floor timbers / LOD 204' / LWL 175' / displacement 2200 tons / Beam 43' 6" / Draft 22' 6" / Sail Area 42,710 sq. ft. / Fighting Crew 450 / Anchors 6 - weight 12900 lbs / Small boats on deck 1 - 36', 2 - 30', 2 - 28', 1 - 22', 1 punt, 14'.

In addition to her fighting at sea record (1803 - 1815), we owe this ship the origin of several well known and used maritime words. For "scuttlebut" see the Sept 94 Albatross.

Porthole: The constitution was the first Navy vessel to be ventilated and lighted by *portholes* in name. The term gained usage because the ships standing orders demanded that the "windows" only be opened in port. At all other times they were to be dogged closed and plugged. Further instructions stated that the maximum diameter of the navy porthole will not exceed the diameter of the largest cannon ball carried on board. A footnote: with the advent of the nuclear age - no navy ships were fitted with portholes after 1950. So the life of Navy portholes lasted only about 150 years.

Son of a Gun: Tradition in the sailing ship navy included the custom of allowing wives of high ranking officers to voyage with them at sea. On one such trip aboard the Constitution, one of the wives was about to give birth. Privacy on such ships was in short supply, so the ship's doctor fashioned canvas curtains between two massive port bow cannons. Shortly, a baby boy was born. The crew of the cannons on seeing the baby being carried out from between their huge, 3 ton, long guns (24 pounders) exclaimed "That boy is a son of our guns!" In time the expression of surprise and amazement became shortened to "Son of a Gun!"

On October 21, 1997, Old Ironsides will be 200 years old. There are plans to restore the ship to sailing condition by that date!

Edward S. Barr
Port Captain

OTHER 1994 EVENTS

Swap Meet - Sun Harbor Marina	Nov 19
WHYC Ironman Race, Long Beach	Nov 12

The second installment from the Cruisin' Colemans - dated Sept 1, 1994

We finished "things that had to be done" on July 21st -- summer was slipping by. We motored from San Diego to Mission Bay, dropped our anchor for the first time, and hooked on our never-been-tested anchor bridle (a bridle is a nylon rope with a chain hook that takes the shock when the boat pulls on its anchor chain.) All worked well. We spent our first night on the hook in nearly eleven years -- pure bliss. The next morning, after updating our southern California charts using the latest "lights list," we tested out virgin anchor windlass. It worked perfectly. Soon Southern Cross was powering up the coast. Lorraine and I were determined to make it to San Francisco, even if we had to travel day and night to get there.

Motoring north under mainsail alone, Southern Cross lunched and rolled on the lumpy endless sea. After so many years ashore, Lorraine and I both felt sick. Our thirty three year old Dagenham diesel engine purred along, but with all the slopping around, bunches of black algae broke loose in the fuel tanks and clogged the in-line filter. Every drop of fuel in the almost new tanks had been filtered through a special filter with water separator, and I had treated the fuel with Biobor (an algacide). I cannot figure out where the algae came from. It got so bad, I had to clean the in-line fuel filter every hour, which meant stopping the engine, rolling around in the waves, working over a hot engine and breathing hot diesel fumes. My seasickness worsened. Late that afternoon, we reluctantly decided to pull into Newport Beach to remedy the problem.

As I doused the mainsail and Lorraine turned the boat across the seas to enter the harbor, a huge wave caught Southern Cross and threw her on her side. I flung out my arms to grap the sail and boom but the boat lurched upright and the gaff smashed into my chest, cracking a rib. (Now, we wait till we're behind the breakwater to drop the sails.) We motored into Newport, dropped the anchor, wrapped an ace bandage around my chest, and hit the bed.

Next morning, we dug out our 35 gallon flexible fuel tank and our extra pump and pumped all the fuel out of our tanks (also thirty five gallons each) into the flexible one through a filter. Then we pumped the fuel back into the built-in tanks again. It took all day. Lorraine got blasted once with the oily smelly diesel and, after finishing, we welcomed warm showers in the cockpit. We put away the tank and the pump, cleaned up, and got ready to leave the next morning.

One bright note: a bearded man in a captain's hat came putting by in his dingy and introduced himself as George. Turns out he owns an Angelman Seawitch just like Southern Cross and he took us over to see her. Her name is Sea Dragon and she is hull number 8 of the teak Seawitches built in Hong Kong (SC is hull number 9), It was strange sitting on a boat that's

the same but different.

Sunday morning we motored out of Newport at 0530. Even after all the fuel pumping, more crud broke loose and clogged the filter, so I still had to stop to clean it just as often -- what a drag! After chugging past Long Beach and L.A., Southern Cross nosed into Santa Barbara channel where the wind really started blowing. It piped up to 25 knots (almost 30 miles per hour) and the waves grew higher and sprouted sparkling white caps. Lorraine pulled down the mainsail (my rib was still very sore) and we hoisted the mizzen and unfurled the staysail. That worked well and Southern Cross pounded into the waves, making 5 knots, green water gushing over the bow.

To be continued next month.

DANA CUP

Andale, Duchess, Manabar Star and *Freedom* represented AMSS at Dana Point on the first weekend in October in the Dana Cup annual challenge race, sponsored by the Wooden Hull Yacht Club and hosted by the Dana Point Yacht Club. The event is actually two races, one on Saturday from Newport to Dana Point, and the Dana Cup on Sunday. *Malabar Star* and *Freedom* represented AMSS on Saturday, and in spite of little sleep and very light breezes managed a fair showing without the advantage of local knowledge (3rd and 5th respectively).

Sunday's Dana Cup was a closed course race around selected permanent markers in the waters off Dana Point. There are over 26 different courses possible, and the selection of the course is not known until the Race Committee sets the course signal flags at the start line. This year, they made a fine selection of a V shaped course about eight miles long, all reaches, and signaled "twice around." Unlike Saturday, the wind was up to 10 knots and increasing by 10am. 39 boats made it to the start, where the usual chaos occurred. *Freedom* barely missed a Coastal Rhodes doing a 360 penalty turn on the line. By the first mark the wind was about 15 knots and increasing. *Freedom*, being short handed, left their spinnaker in the bag. Several other boats launched spinnakers but couldn't gain much ground and doused them. An amazing sight was *Bloodhound*, a 96 foot replica of an 1880s Fife Gaff cutter with a mainsail measured in acres. She started slowly and had difficulty coming about around the committee boat at the end of the first round, but once on the course she was impressive, gaining speed and passing most of the fleet effortlessly in a cloud of sail.

AMSS was well represented with *Freedom, Andale* and *Duchess* taking 2nd, 3rd and 5th places respectively in the Racing Class. *Bloodhound* placed 4th and a Lapworth 36 took first place. *Malabar Star* (with the oldest skipper in the race) took 3rd in Sloops and Cutters. *Ace* and *Virginia*, normally in the lead, couldn't handle the higher winds and seas that came up later in the day and placed far back in the fleet under reefed sail.