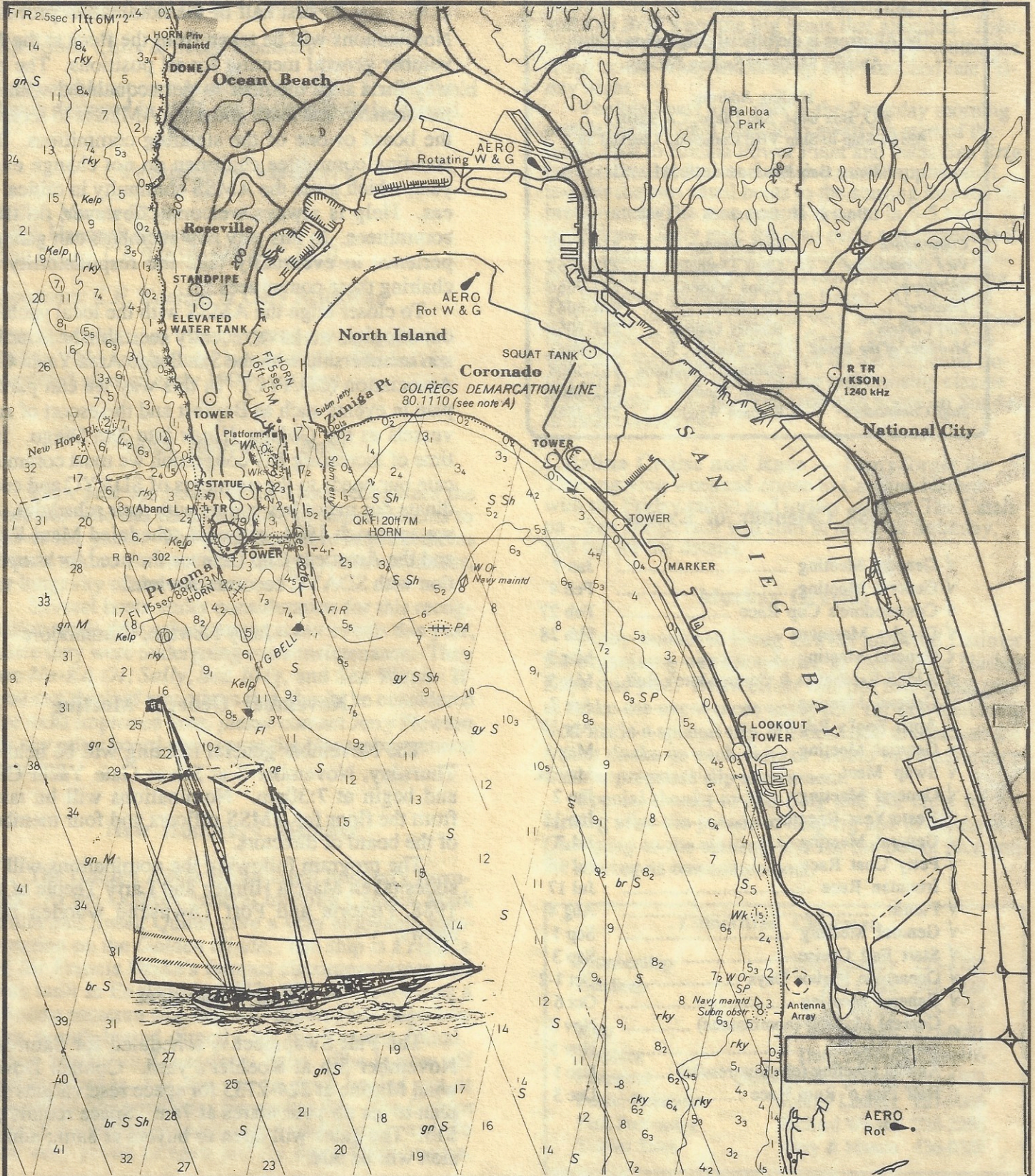
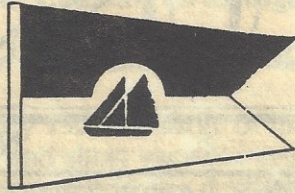


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

NOVEMBER 1988





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

Mailing Address:

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AMSS Ship-to-Ship VHF Common - Channel 68

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Board of Directors - 1988

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Members of the Board	C.F. Koehler, Jr.	222-9051
	Kathleen Thompson	942-3408
	Kevin Thompson	942-3408
Staff Commodore	Richard Wright	226-2266

1988 Calendar of Events

√ General Meeting	Jan 7
√ General Meeting	Feb 4
√ Commodore's Cup Race	Feb 27
√ Dinghy Massacre	Feb 28
√ General Meeting	Mar 3
√ AMSS Exhibition & Commodore's Ball..	Mar 5
√ General Meeting	Apr 7
√ April Fool's Regatta	Apr 17
√ General Meeting	May 5
√ Swap Meet	May 21
√ General Meeting	Jun 2
√ YesterYear Regatta	Jun 11
√ General Meeting	Jul 7
√ Petty Coat Race	Jul 16
√ Ironman Race	Jul 17
√ Picnic	Aug 4
√ General Meeting	Sep 1
√ Start Fall Cruise	Sep 3
√ Oceanside Harbor Days	Oct 1-2
√ General Meeting	Oct 6
General Meeting (nominatons)	Nov 3
Swap Meet	Nov 5
Annual Meeting (election results)	Dec 1
Half Pint o' Rum Race	Dec 3



As the year is coming to a close it is again time to select next years AMSS Board of Directors. At the last board meeting a slate of nominees was chosen which only completes the first half of the nomination process.

Nominations will be taken from the floor at the November general meeting for all positions. The best way for a new member to get acquainted with the membership and learn about the AMSS is to serve on the board or one of the standing committees. The standing committee chairmen do not change every year, which gives the AMSS continuity in critical areas. Help is always welcome, however, on these committees. In this way new members can gain experience to eventually take the responsibility for chairing these committees.

To closer align the AMSS with the local yachting community, we have recently reestablished our liaison membership with the San Diego Area Yacht Club Association (SDAYC). In this way we can participate in events such as Bayfest and the escort of such vessels as the *Golden Hinde* into San Diego. In a time of increasing bay congestion we must communicate our needs to the members of SDAYC and coordinate our major bay events with their schedules. As we approach 1991, our next scheduled Maui Race, and the Americas Cup Defense the need for cooperation with SDAYC becomes obvious.

— Jerry Newton, Commodore

November General Meeting

The November general meeting will be held on Thursday, November 3 at Silver Gate Yacht Club and begin at 7:30pm. Nominations will be taken from the floor for AMSS officers and four members of the board of directors.

The program following the nominations will be slides taken Marcia Hilmen and Larry Teeple of the 1988 Victoria and Port Townsend wooden boat shows.

Fall Swapmeet

The Fall Swapmeet is scheduled for Saturday, November 5th at Koehler's yard. Contact Downwind Marine at 224-2733 for space reservations and plan to set up your wares at 7am. Space rentals are \$15. The gates will open to buyers at 8am.; admission will be 50¢.

Welcome Aboard

New Members

Jerry L. McLain/Janet Martin
1954-B San Diego Avenue
San Diego, CA 92110 619-260-1431

Sponsors: Chris & Susan Donnelly

Jerry and Janet own *Mahina I Te Pua*, a Hanna Tahiti ketch designed in 1923 and built in 1960 in Hawaii.

Prospective Members

Bill & Marnie Clark
3665 Hancock Street
San Diego, CA 92110 619-542-1229

Sponsors: C.F. Koehler & Gary Blackman

Bill & Marnie own *Toco*, a 20' ketch designed by Bill in 1986 and built by him in 1988. The hull is modeled after an early 1900's cat boat.

Most Improved Boat

Each year the board of directors recognizes the member who has made substantial improvements to his or her yacht. The most desirable improvements should add to the structural integrity, seaworthiness, or longevity of the vessel.

Several boats under consideration for this recognition made themselves scarce at our events this year, since they were undergoing extra maintenance. They are *No-Ka-Oi*, *Sally*, *Sea Brig*, and *Sea Witch*. If you can think of any others that should be considered for most improved boat, please contact Jerry Newton or any other board member at the November general meeting.

New Honorary Member

The *Golden Hinde* is our latest honorary member. At the October general meeting Captain Mark Bolin and Susan Quinn gave a very enjoyable presentation on the *Golden Hinde*. The ship is a replica of Sir Francis Drake's famous circumnavigator and was built in England in 1973. She now serves as a floating museum ship and will depart San Diego later this month bound directly for the Panama Canal. She's headed to Texas from there. She is now off public display, but she can be seen hauled out at Campbell Shipyard after November 8th. The *Golden Hinde* is constructed and rigged traditionally and we are very proud to have her fly the AMSS burgee.

PORT SIDE by Rod Latimer

Oceanside Harbor Days — Our attendance at this year's Oceanside event was hampered a bit by persistent fog. Six AMSS vessels attended the event, but the foggy conditions kept at least that many from making the trip north. *Sally*, *Hestviken*, *Revelee*, and *Sea Brig* were the big boats that attended. *Toko*, Bill Clark's new boat, and *Queequeg* represented the small boats. They trailered up and launched late Friday night.

The big boats took part in the Saturday morning parade then headed outside to await the start of the ocean race to Encina Power Plant and back. *Sea Brig* returned to the dock to furnish a much-appreciated tow for the two small boats to the starting line off the breakwater. The race got off at noon in 3-5 knot conditions. *Sally* took the lead early and increased it to the finish. *Toko* and *Queequeg* pulled away temporarily in the light air with *Toko* slowly increasing her lead over *Queequeg* to the finish. At the wind picked up, *Sea Brig* came on very well to correct out in third place in the cruising fleet. *Sally* and *Toko* will have their names engraved on the perpetual trophy for first place in the racing and cruising classes respectively. The big boats romped home on Sunday in ideal conditions.

Catalina Cruise and Race — Don't forget the Thanksgiving weekend cruise to Catalina Harbor with the Friday raftup and turkey dinner. The Catalina - San Diego race will start at noon on Saturday. See me for the details.

Muchas Gracias

Many thanks to Doug Graves and Rod Latimer for organizing our attendance at Oceanside Harbor Days this year. Extra effort was put fourth this year to make the event more enjoyable for our members. Rod made a special trip to Oceanside to measure the transit docks so each skipper would have assurance of an appropriate slip assignment.

Special thanks to *Sea Brig* and her crew for returning after the parade to help rig and tow *Toko* and *Queequeg* to the starting line for the ocean race and for serving as committee boat.

Committee Chairmen

Membership	Chris Donnelly	223-4762
Handicap	Bill Clark	542-1229
	Al Hislop	565-9214
Race	C.F. Koehler	222-9051
Trophies	Doug Graves	226-3446
Historical	Gabrielle Martin-Neff	223-6502
Public Relations	Rodney Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Jerry & Marcia	436-0589

Herreshoff's Coastal Cruising Ketch

by
Rod Latimer

During the early 1920's a surge of interest developed in weekend and short vacation cruising in this country. From it came a strong demand for a small family cruiser for low budget weekend sailors. The requirements were simple. The vessel had to be comfortable for a family of four, reasonably fast, seaworthy, and of shallow draft to reach into the small coves and rivers so prevalent along that part of our coastline.

L. Francis Herreshoff well understood these requirements and drew up a set of plans for a trim, spoon-bowed hull of twenty eight feet with a roomy cockpit, comfortable cabin, head, galley, and ice chest. For the rig he settled on a short-masted ketch design to make her relatively stiff and added a full length externally-balasted keel to give her a smooth easy ride in the strong Southwesterlies found along the coast of Maine. The result was a classic pocket cruising ketch: the H-28.

The H-28 has emerged as one of the more popular coastal cruisers in the country. Various models can be found from coast to coast and in the Great Lakes. Because of its popularity, the boat continued to be built both as a home building project and by professional builders up through the early 1980's.

With this widespread popularity has come several changes to the design to improve its performance. The first was the addition of a bowsprit around 1935. The H-28's large mizzen had always given the boat a pronounced weather helm in all but the lightest breezes. The bowsprit allowed the introduction of a larger genoa jib as well as double headsails, which overcame the problem.

Shortly after World War II, the second major change to the stock design was made by raising the after half of the cabin into a coach roof for more headroom in and around the galley.

The third, and last, major change occurred in the late 1950's with an increase in the length of the hull two and a half feet. This 30' 6" LOD configuration was dubbed a "modified H-28."

Although often a point of contention among the purist followers of Herreshoff, this enlargement finely solved several cruising problems. First, the head was fully enclosed. Then, two hanging lockers were added to provide more storage space, and finally, the privacy of the forward V-berth was greatly improved. With these changes even the most critical first mate found the sharp little ship acceptable for both weekend gunkholing and longer cruises.

During the 1930's the plans for the H-28 were sold to the public and many boats were built as hobby kit boats. Because of all of these individual build-

ers, few of these H-28's were built alike. The only common factor among the various versions was the basic hull size and shape. The remainder of the boat was as variable as the number of builders. According to Hal Bennett, past president of the H-28 Cruising Club, even the professionally built versions varied considerably from boat to boat. As close as the club could determine, no two boats had identical configurations.

For auxiliary power most H-28's rely on the Universal Atomic Four, giving it an acceptable cruising speed of five knots. Only recently have there been any conversions to the more modern high speed diesels and even fewer changes to the higher performing three-bladed propellers recommended by most diesel manufactures. The new engines and props provide an amazing improvement in performance with speeds as high as 7.5 knots while consuming a paltry one gallon of diesel fuel for every four hours of operation. With a forty gallon fuel tank, the range in calm conditions provides the weekend sailor with the ability to easily reach the more distant uphill ports, where previously, they could only be reached over extended vacations.

One drawback of most versions of the H-28 is limited fresh water storage. With only 38 gallons available some West Coast sailors find extended trips to the Channel Islands, the coast of Mexico, and the Sea of Cortez a problem. This is often solved by installing an additional 50 gallon water tank under the V-berth.

With an increase of fresh water capacity the H-28 becomes much more than a coastal cruiser. It has crossed the Pacific, the Atlantic, and several other oceans of the world quite successfully. One of these globe-trotting modified H-28's is now home ported in Ft. Bragg, California after a 29,000 sojourn around the Pacific with a crew of two. The voyage took just over five years and was accomplished without a single equipment failure or other major problem. This owner removed the cockpit altogether and decked over the area for the additional storage space below. He also moved the main sheet to a running block track on the coach roof to further unclutter the afterdeck. Except for being more exposed to the seas, this arrangement worked quite well. The increased space allowed for a sixty-day stock of stores. In addition, there was room for a Yanmar generator and a fresh water distiller, which solved the water problem without the additional tanks.

Remarkably, the H-28 remains the same basic boat after nearly a quarter century of use. While it doesn't have the performance of the modern tupperware racers, it is a proven, comfortable, seaworthy, and forgiving vessel for weekend sailing couples or small families. There is little doubt it will remain in use well into the twenty first century.