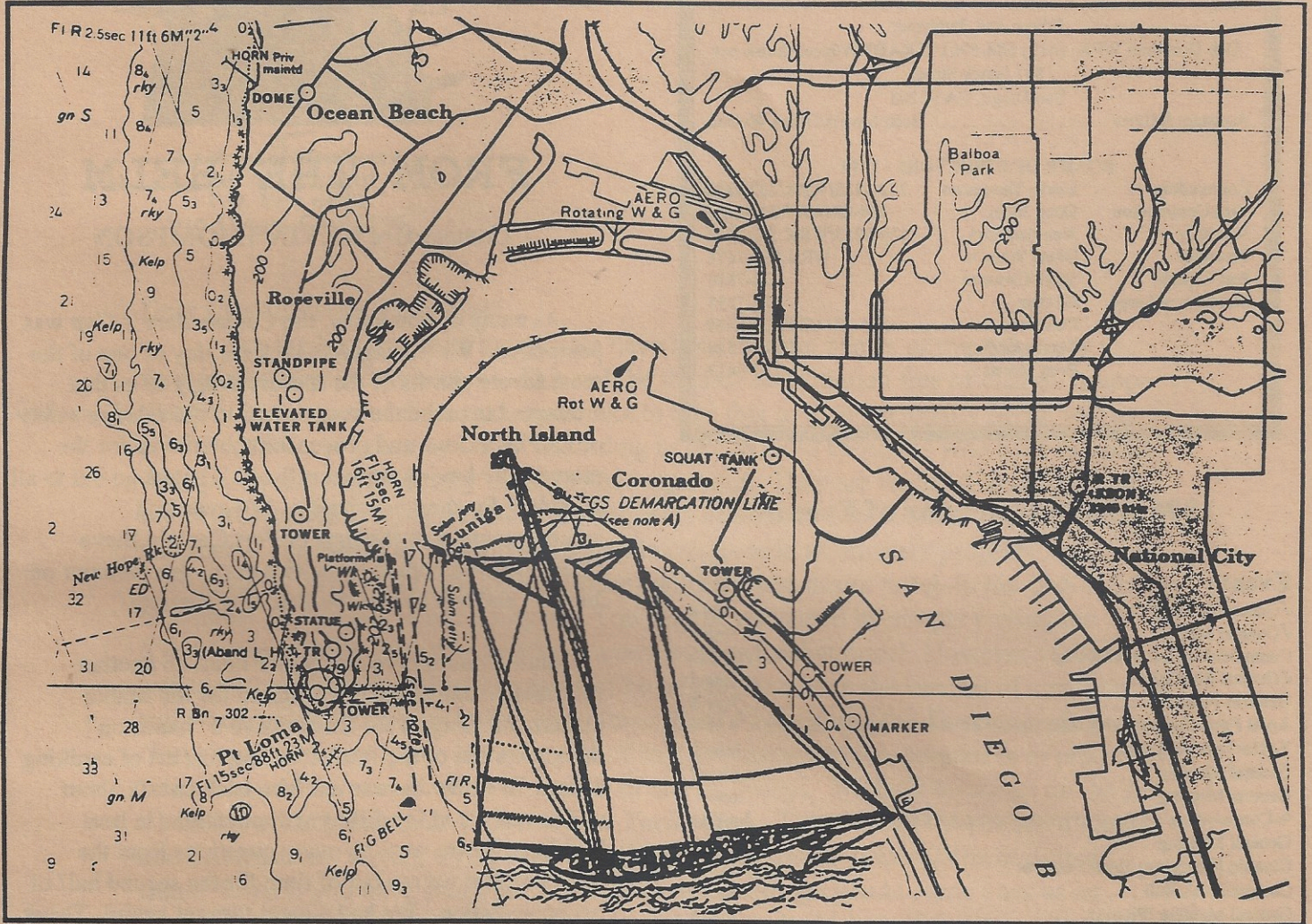


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 24, Number 4

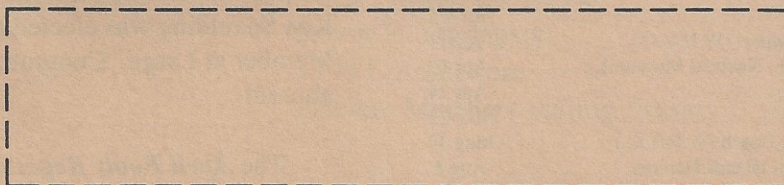
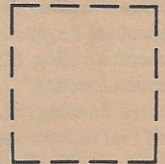
APRIL 1998



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



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:
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FROM THE HELM

Commodore KEVIN THOMPSON

As many of you know, the *Commodore's Cup* was postponed. We managed to pick the day of one of the most severe storms of the season. Many of us that attempted to make the start retired to the relative safety of La Playa Cove and proceeded to make up for the morning by having a great raft-up! Thanks go out to all attending for their hospitality. We even had entertainment compliments of Port Captain Steve Caouette! We plan to rerun this event this summer on June 13 and reschedule the Petticoat Regatta.

Staff Commodore Jim Sutter lined up another informative and engaging program for the March General meeting. Paul Custer gave a "hands on" demonstration of the fast becoming lost art of caulking seams. We may have to ask him back to talk about choices of wood for different applications in boat building. There were so many questions from the audience that we ran out of time for the second half of his presentation. We had a great turnout again! Thank you all for attending. It is really nice to have good attendance to show our support for these folks who volunteer their time and energy in putting together presentations like this.

Regrettably, Nicholas Nayfack has had to resign from the Board of Directors. We held an election to fill his position towards the end of the General Meeting. Ken Spaulding was elected to fill the vacancy as a Member at Large. Congratulations Ken and welcome aboard!

The *April Fools Regatta* is coming up April 4th. This event has always been a lot of fun for all. It is the only race in which we allow associate members with

1998 AMSS Calendar of Events

Events

✓General Meeting	Jan 8
✓General Meeting	Feb 5
Commodores Cup and Raft-up	POSTPONED
✓General Meeting	Mar 5
General Meeting	Apr 2
April Fools Regatta and Raft Up (IF WE HAVE 6 BOATS SIGN UP)	Apr 4
Yesteryear Regatta	May 2
General Meeting	May 7
General Meeting	June 4
☞Commodore's Cup (PETTICOAT WILL BE RESCHEDULED)	June 13
General Meeting	July 2
Classic (Wooden) Boat Festival	July 11/12
Commodore's Ball	July 11
General Meeting (Picnic)	Aug 6
South Bay Cruise	TBA
General Meeting	Sept 3
Kettenburg Regatta/Raft-Up/Beach Party	Sept. 19
General Meeting (2nd Thurs) NOMINATIONS	Oct 8
General Meeting	Nov 5
General Meeting (ELECTIONS)	Dec 3
Half Pint of Rum Race	Dec 5
New Years' Eve Raft Up - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

Kona Kai's American Schooner Cup	Apr 4/5
Wild Goose Chase, San Pedro to Newport (W.H.Y.C.)	Apr 11
Heritage Regatta- Show (Newport Hb. Nautical Museum)	Apr 19
Newport - Ensenada Race	Apr 24
Master Mariner's Race	May 23
Eric Erickson Oil Island Race, Long Beach (W.H.Y.C.)	May 30
McNish Classic Yacht Race (Channel Islands Harbor)	Aug 8
Bishop Rock Race (SDYC)	Aug 21-23
Nautical Heritage Society - Long Beach Schooner Race	Aug
W.H.Y.C. vs AMSS	Sept 26-27
S.W.Y.C. Ensenada Race	Oct 2

MARCH 10, 1998



**Ancient Mariners
Sailing Society
P.O. Box 6484
San Diego, CA 92106**

Dear Classic Vessel Enthusiast,

For the last couple of months we have been mailing copies of the *Albatross* to former members of our society. This will be the last issue mailed free of charge. I hope that you have enjoyed them and would like to take this time to personally invite you to rejoin *AMSS*. As you may know, according to our by-laws members who have not paid their yearly dues by February 1st are to be suspended. They are required to go through the entire application process including payment of another initiation fee before being reinstated. The Board of Directors has decided to provide an amnesty program for a limited time. We would like for all former members who desire to rejoin the club to have absolutely no excuse for not doing so. You may be reinstated by simply paying the \$50.00 yearly dues. No, you won't get a new burgee for that price! However you will continue to receive the *Albatross* and will be helping to ensure the success of a number of truly worthwhile events including the *Classic Boat Festival* and the *Yesteryear Regatta*. You should also take pride in being part of an organization whose purpose is to promote interest in and the preservation of vessels of classic design. We hold meetings on the first Thursday of each month at *Southwestern Yacht Club*. The meetings are meant to be fun and informative. We are trying hard to provide an interesting presentation at each of these. Even if you have sold your vessel I would encourage you to come back as an associate member. If you have purchased another vessel which qualifies, we will of course ask that you go through the regular application process. It's not that big of a deal and this way you will get another burgee! Please join us and send your check in before April 30th. Thank you very much.

Sincerely,

A handwritten signature in dark ink, appearing to read "Kevin R. Thompson". The signature is fluid and cursive, written over a light-colored background.

Kevin R. Thompson
1998 Commodore
Ancient Mariners Sailing Society

non-traditional vessels to compete (good luck to the handicap committee)! It has also become customary for everyone participating to fashion a trophy to be given to the vessel which beats them at the post-race raft-up in Mission Bay (the first place winner gives his to the last). Many of these trophies have been, let's say, *highly creative* in the past. I'm sure that you will all want to do your best to carry on this tradition! I will not be able to attend. I do have an excuse. Maggie and I are to go to be married that weekend! You're on your own!

The *Yesteryear Regatta* is our next major event. I would ask all of you who would like to volunteer in any capacity to please contact Vice Commodore Doug Jones or me. I am also looking for some assistance in organizing the *Commodore's Ball*. I know that there are many of you whose talents along these lines greatly surpass mine. Please give me a call. I would really appreciate the help. Thanks in advance!

NEXT MEETING

APRIL 2, 1998

7:30 P.M.

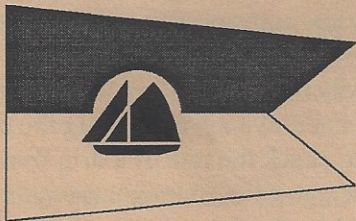
Southwestern Yacht Club

KEEP YOUR DIESEL KICKING

C.F. Koehler is going to give us a version of his popular cruisers seminar on how to take care of a diesel engine. I attended the seminar he gives through DOWNWIND MARINE every Fall. It's good!

For you newer members, C.F. has been a long time AMSS supporter. For years, he donated the use of his yard for swap meets, parties, etc. C.F. is the founder of our Wooden /Classic Boat Festival. The first show was in his yard. He has a wealth of knowledge to share. Come and learn!

S/C JIM SUTTER, Program Director



GOOD BOAT KEEPING

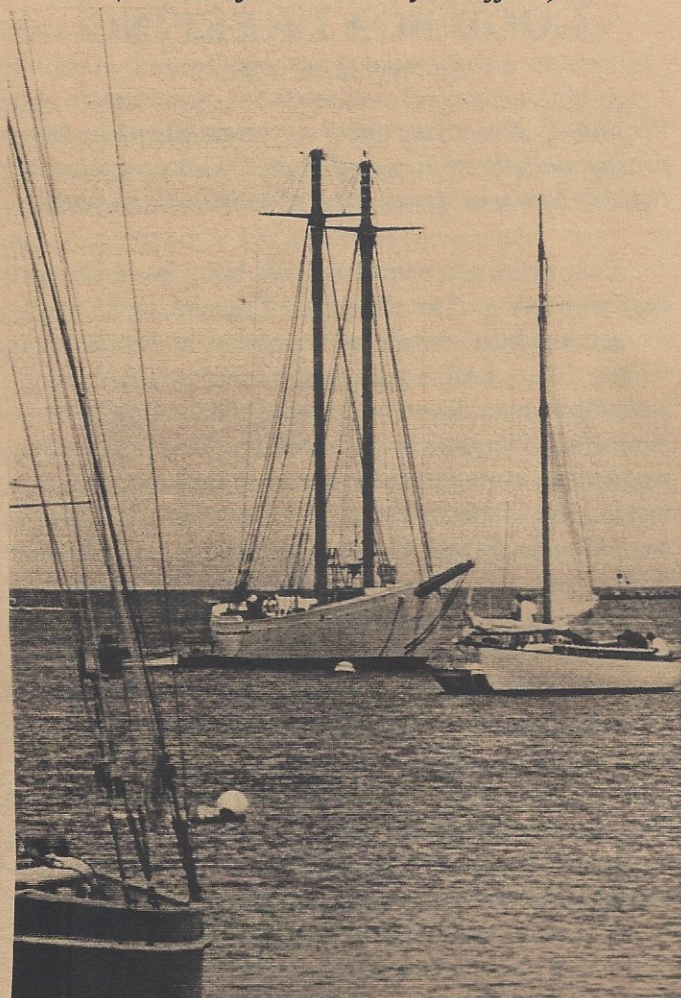
by Virginia C. Jones

Virginia C. Jones, an AMSS Associate Member, has provisionally been accepted as an affiliate member of NAMS (National Association of Marine Surveyors).

Here in the comparatively cold latitudes -- 42 degrees north -- of southern New England, most recreational boat owners lay their boats up for the winter. Every boatyard along the coast is busy from early September decommissioning and hauling boats. Almost all fiberglass boats, as well as the smaller wooden boats are normally stored on the hard, or inside. But, if they are wooden boats of any size they are laid up in the water; our boatyard has a small fleet that we take care of, out in the harbor. It's a pleasant excursion to go check the boats for chafed mooring pennants, or other problems, during the sunny, warmer days of winter. And it's a horrible job when the northerly breezes kick up. Our harbor is exposed to the full force of the northeasterly gales and even after a careful check of all "systems" no boat owner with a boat in the harbor sleeps soundly during a three-day nor'easter. But the loss of some sleep is worth the benefits to a wooden boat of conventional plank on frame construction. She needs to be kept in her element in order to keep the planking swelled, and the seams tight. With her rig and rigging stored ashore, her systems winterized, a tarp draped over the deck and portholes and hatches open to allow for ventilation she'll hibernate happily until it's time to recommission her. The office in our boatyard is situated so that I can watch the boats out on their moorings, and it's probably one of the loveliest views in the world . . . something that highly paid executives can only dream of as they go about their business.

We're far enough north to have the potential of ice forming over the harbor which means taking precautions to prevent chafing and cutting damage along the waterline. Some marinas use bubbler systems; at Mystic Seaport Museum up the river where there is a tidal exchange of water, but no real movement of water, it's occasionally been necessary to keep the space around the boats cut out: using chain saws, pick axes, even old saws and cutting tools. Here it's rare that we get more than a thick layer of salt/brash ice but we still completely winterize all systems, close sea cocks, maybe even plug thru hulls, and empty the water tanks, put non toxic antifreeze in the heads and water pumps, galley sinks and pumps, etc.

(The view from the boatyard office.)



These projects are only a small cross section of a long list of decommissioning tasks that should be undertaken each fall, keeping in mind that the process has to be reversed in spring along with all the other bits of spring maintenance: painting, varnishing, outfitting, etc. When you first make up the list, it's a staggering work load, and one begins to wonder why one would ever own a boat. In fact, if the tasks are performed by a reputable, conscientious boatyard, it may seem like a lot of work, and a big expense, but in fact it's money well spent, and should prevent a lot of future problems. And for those owners who enjoy working on their own boats, it has numerous advantages. It gives the owner a chance to become more familiar with his or her own boat, and with all the systems. You become acquainted with all her good points, and with the bad. You have a chance to perform routine maintenance and to carry out small repairs. There are actually savings of time and money because you can catch small problems before they turn into major heartaches. You can take all your pumps (except the vital bilge pump), electronics, sails, motors, spars, blocks, winches, etc. ashore and service and/or refinish them over the winter months thus giving

you something to do that's a lot more fun than mowing the lawn, shoveling snow, wall papering the upstairs bathroom, or cleaning out the gutters.

All of the above is something that most members of the Ancient Mariners won't have to ever worry about since you live at a latitude where the temperature never drops below freezing. This translates into more opportunities to go sailing, but fewer opportunities to keep up with boat maintenance. For you I would recommend something that is the New England equivalent of a major spring housecleaning. Once a year, spend a couple of days just devoted to boat maintenance (O.K., O.K.; I can hear some outraged squawking: "I DO spend days on just boat maintenance") you'll learn a lot and your boat will be better for the effort.

First of all, take everything possible, and I mean everything, off the boat. This includes all those sails and other gear that you've been meaning to remove for months. Take off all the spare gear, running rigging, cushions bedding, foul weather gear, spares, food, galley gear, books, etc.

Take the sails to be checked and for minor repairs, clean them, and refold them all if they are not to be bent back on. Wash all your sail covers and sail bags and put them out in the sun. Wash all the running rigging and hang it up to dry. Take all your spare blocks and go over them to make sure that they are in safe, serviceable condition. That was kind of fun, wasn't it? Well, now comes the nasty part. Do the really dirty work next. Spread a few oil absorb pads in our bilges, "just in case", then change your engine oil, and all the filters. Check the belts for wear and replace if necessary. Make sure that those spares you had stored away actually fit something on your boat and if not, trade, sell or dump them. While you're down on your knees in a supplicating position next to that expensive hunk of iron (keep in mind, when you postpone routine maintenance that your average marine diesel now costs as much as a very small car), check over all the electrical connections, and those of the various senders. That temperature sender may have been reading wildly inaccurately when it redlined last year, but then again, maybe it was telling the truth. While you're at it, check the rate of a drip from your stuffing box. Then go over your exhaust system in minute detail, looking for loose hose clamps, cracks or failed welds. I hope that you don't have a generator, but if you do, repeat all that with that noisy beast. Do everything that your engine/generator needs, or get a

competent mechanic to give your engine/generator a good once over.

Next go over all your pumps, and mechanical systems. Check your batteries and clean off the terminals, fill as needed, etc. Not so much fun, huh? That's why boatyards charge big bucks for mechanics.

After you've got all the really dirty jobs done it's time to sit back and think good thoughts about mechanical objects (something that I really have to struggle to do, but I'm mechanically challenged -- notice that I've mentioned nothing about my real bete noire: outboards. Don't even think about trying to fix them yourself. If you're unfortunate enough to have one, take it to the best mechanic or better yet, sell it and get yourself a pretty little rowing tender and some nice spoon oars) while you compose a list of what future work may be required.

While you're at it, clean out the chart table and chart storage. If you've got ancient charts put them aside to use for wrapping paper, or to wallpaper your bathroom. Check them out, refold and reorganize them. Get rid of those old racing instructions and other bits of trivia. Look through your pilot books, light lists, tide and current books, and cruising guides and can those that you'll never use again. Take them to a recycling center (we have a wonderful local shed in our dump) for someone else to hoard. Organize that "Owners Manual" or the folder with all the systems manuals or engine/radio logs in it. You don't have that old RDF anymore so get rid of that booklet along with the information for the fresh water pump that self destructed three years ago. If you have a life raft, find the information for it and its last inspection certificate. Put that in a safe place along with your ship's papers (and yes, they DO have a waterproof, easily accessible briefcase or "wallet"). Put a copy of your latest insurance policy, and any survey reports that you have in there too. If you make trips to foreign countries or ports, make extra copies of your document or state registration papers, along with extra copies of your birth certificates, identification papers, and any other important information and include them. Check the expiration of the EPIRB battery, and if you have a test switch make sure that it works, BEFORE you need it.

We're all safety conscious, but time slips away and even unused safety gear gets tired just sitting in a dark, damp locker. While you've got everything off the boat, check over your life jackets and safety harnesses. Fabric can rot away in the marine environment, so

check the straps and floatation in the life jackets. If they don't have reflective tape, buy some reflective patches and stick them on. Put some on your foul weather gear too as there is nothing worse for the helm's person than having everyone working away on the foredeck invisible, especially at night in big seas. While you're at it, get a bunch of nice, new, waterproof flashlights, and fill them with new batteries. Make sure that everyone on board has a small one of their own as well. If you've got a life sling system, try it out at the dock. Go over your lifelines looking for cracked swaged endings, or wire rusting away into nothingness inside the plastic coatings. Most boats have boarding gates with pelican hooks to fasten them closed. They aren't supposed to slip open, but they do. The next time you go sailing try falling against them or fiddling around to see if they open up. Better yet, don't leave anything to chance. Tape them shut when you leave the dock for any sort of extended sailing. And in this same vein: go over your boarding ladder to make sure that it's not disintegrating, and further that it's long enough for a person in the water to actually be able to hoist themselves up the ladder. It's a lot harder to do, particularly as years increase your lack of mobility and the diameter of your waist, than you might think.

That done, haul that vacuum cleaner down to the boat and starting at the pointy end of the boat clean out every nook and cranny including the bilges, if possible. That nasty old kitchen spoon that you've been hiding at the back of the kitchen drawer makes a dandy tool for cleaning gunk and globs of goo out of remote corners of lockers and bilge bays. I would strongly recommend taking out any internal ballast before you start on the bilges, but that's more easily done when the boat is hauled and when you can sluice a stream of hot water and soap straight through, cleaning out limber holes, and scrubbing away with happy abandon. Take out drawers and scrub them out on the dock and put them in the sun to dry. You might as well drain the water tanks too, so use that water and lots of soap to flush the dirt out of the bottom of lockers, under bunks, in the galley, around the head, etc. Use some sort of soap that fights mildew on the overhead. When done, rinse everything completely and leave the boat open to dry. If real estate is all about "location, location, location," wooden boats are all about "ventilation, ventilation, ventilation." Wet spots below, particularly where fresh water has leaked in are just festering grounds for rot. Wooden boats need a bit of breeze (forced if need be) through them to keep them sweet, but make sure that fresh water doesn't leak in with the breeze.

Now is a good time to get yourself up off your knees so a good project is to replace all those funky gaskets in the portholes and hatches. There are several sizes of gasketing, and it needs to be just the right size, so measure before you trot off to the chandlery to buy several hundred feet of portlight gasket. Then prepare yourself for a bit of heroics in getting the old gasketing out. A good tool is a screwdriver (or a nicely sharpened hoof pick) with a blade just the size of the groove. Bend it over so that you can drag it to you, and start reefing out that nasty old rubber. It may not be easy, but think of the rewards ahead. Once you get it out, putting new gasketing in is easy, but don't cut the gasket until you've put it in (you can glue it in which makes it more easy to keep it in place) and then cut just at the overlap and sort of push it in. No more cranking those dogs down with gorilla force, and no more leaks! By now the boat has dried out after its "bath," so you can look around in all her hidden places. You'll be able to spot "problem areas": soft spots, discolored areas on frames or bulkheads (or worse, the planking) which may be incipient rot, rusty hose clamps, electrical wiring problems, deck leaks, hoses which look and feel as if they should have been replaced several years ago, a definite rotten spot next to the frame under the head sink where fresh water has been puddling for too long, etc. Now is the time to take care of all these problems. It's also a good time to prep and paint out lockers, bunks, the overhead, galley drawers and shelves.

Well, you've done a good days work, so sleep late the next morning, and then spend some time at home sorting over all the gear you took off the boat. Throw away, or sell or trade everything that doesn't fit your boat, or that is questionable. Wash or clean everything you can, and put that out in the sun to dry too. Before you put it back aboard get yourself some Tupperware, or equivalent plastic bins and use them to organize all your spares and chandlery. Get some plasticized paper and line the bottoms of your lockers and drawers. Clean up your gas bottles, and paint them with a primer than some sort of epoxy paint. If you have aluminum bottles, this should keep them from pitting, and if you have steel bottles it will prolong their life immeasurably.

The next job will be painful for a galley packrat: throw away all that old food: those rusty cans of peas (put them out for the birds, or feed them to your chickens), and weevily boxes of bisquick or rice, along with all those mismatched bits of broken galley gear. While you're at it, go through the paint locker contents and get rid of the old cans of rock hard bedding

compound, dented cans of mystery paint, skinned over remnants of varnish, and ratty sheets of ragged sandpaper. Put everything in some more of those Tupperware bins before you even think about putting it back aboard.

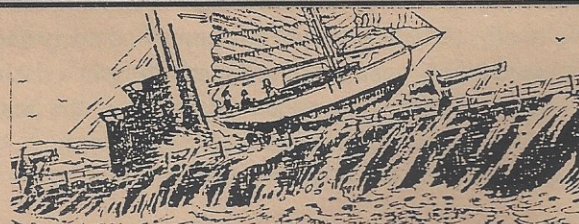
Now is the time to attack the linen locker too. Those ratty old towels will make dandy rags, and those sickly yellow sheets really don't match the decor. Treat yourself to a trip to a discount house or look through the white sales catalogues for some new galley and housekeeping gear. You can get a wonderful set of nesting stainless steel pots and pans and new stainless flatware, new towels, sheets, and pillows for a lot less money than you think if you plan your purchases carefully.

A fun project is sorting through the books and "amusements" on board. If you know where you can trade a bunch of paperbacks, bag up your old mysteries and take them off for someone else to read.

Oh yes, you forgot to close the boat up, but it's time to take everything back. Have a good time rearranging the cushions, pillows, galley, head, and books. Those new glasses look great in the clean shelves, and those nice white, heavy china dishes are just the thing on the mahogany table. Hang the new dish towels and potholders in the galley and put the new whistling teakettle on and make a pot of tea. Sit down in the salon and look around you. Doesn't it all look wonderful, and even better, doesn't it smell nice? You've done a lot in only a couple of days and now you can go sailing. That is, after you put all the spares and sails and rigging back, and varnish those hatches. Maybe the hatches can wait for now.

CONGRATULATIONS, you've earned the Good Boat Keeping Seal of Approval.

When you are leaving your boat for an extended period -- more than a couple of weeks, take a bit of time and open everything up below so that she can ventilate: tip the bunk cushions up on end, leave locker doors and drawers ajar, and make sure that the cowl vents, or mushroom vents are set to maximize air flow. Remember "Ventilation, ventilation, ventilation."



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&

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ft. Near New - Hoisted 4 times

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40' Hoist, 21' Foot

50% of my cost ca. \$900.00

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224-7255

CLASSIC BOAT FESTIVAL

The admission price for the Boat Festival has been changed to \$7.00 for the Public and \$5.00 for AMSS Members. Applications for boats who are interested participating in the show will be mailed out shortly! There will be no fee for boats participating.

ByLaws Committee - 1998

The ByLaws Committee, consisting of Doug Jones, Edward Barr, and Doug Smith, is off and running in 1998. From member views expressed, AMSS is in great need of clearer and less complicated ByLaws. Doug Smith has kindly offered his office for a series of monthly committee meetings, starting in February. Those who have ByLaw concerns, please put in writing your views, including your solution, and mail to:

1110 Scott St. San Diego, CA 92106

or

EMail to DKSMARINS@aol.com

We wish to cover as many concerns as time will permit. Historian, Ed Barr, has already prepared a sizable outline from member conversations held in 1997. This should be a challenging and rewarding project.

In advance, we thank you for your goodwill and positive input.

ONE PARAGRAPH

by Brett Morris

When I first became interested in boats I knew that I didn't know much about them. That's why I joined the Ancient Mariners - to learn more about boats. I had been taken by a design in *WoodenBoat* magazine called the Shellback Dinghy. An Ideal Tender - Build It! the headline said. The writer made it sound like it was a good first boat to build. So I decided that the Shellback would be my first boat.

In my nautical naivete I believed that I could build this boat with some ease and it would be cheaper than buying a boat. Little did I know that building a boat is cheaper than buying a new boat not a used one and that wood, glue, fasteners, and all the gubbins and bits that go into making a boat are far more expensive than I thought. Add to the fact that in 1995 I was having trouble just paying the rent much less setting aside money for a boat and you see the state of mind I was in when I met David Houser.

I was wandering around the Wooden Boat Show looking at the boats and talking to the people on their boats and the almost inevitable question I was asked was what kind of boat did I own. I replied that I didn't own a boat just yet, that I had a plan of building one but I hadn't gotten around to starting it yet due to a distinct lack of funds. David started asking questions about the kind of boat I was planning to build and how much I was planning to spend. After I told him my plans he proposed an alternate solution - buy his Rhodes Robin.

The idea was simple, it was an already built boat, fully equipped, on the trailer, ready to sail for less than I planned to spend on building my Shellback. His missus thought he had too many boats and one had to go. He said that he understood the position I was in - I wanted a first boat but couldn't afford much. He said he'd give me a great deal. He didn't pay much for it so he wouldn't ask much for it. And because of its vintage it qualified for flag membership in the Ancient Mariners. It was extremely tempting.

I got my first look at the boat at a SCSBMS meet at Fiddler's Cove where I found it in the storage area. It was sitting on its trailer looking somewhat scruffy but nonetheless appealing to my lubberly eye. I had no idea what the boat was all about and not wanting to buy a dog (or whatever the appropriate sailing term would

be) I asked my dad to look it over and tell me if there were any major problems and if so could I easily fix them.

The Esteemed Paternal Unit looked over the boat and after a quick sail around the marina pronounced the boat fit and worth the price. A deal was struck and after a down payment was made the pink slip was handed over and there I was - A Boat Owner.

Which brings us to the point of this article. As I said I don't know much about boats but being a devout bibliophile I believed that enlightenment would be found within the pages of a book. And where better to find a book about boats than at a boat museum. Specifically the San Diego Maritime Museum (insert fanfare of trumpets here). Thus I did find myself at the door of the museum's library waving my member card and begging entry to this sanctum sanctorum of nautical knowledge. And what did I find? One paragraph.

This is not entirely true. There was also a sail plan drawing with a caption but even combined with the paragraph we aren't talking major verbiage here. Still, I thought you've got to be kidding me. The librarian looked around in the database on his laptop for anything that might be relevant but wasn't able to find anything. I looked through their incomplete collection of RUDDER magazines for 1963 (the year the Robin was designed) but was unsuccessful. I'd reprint the whole bit here but I don't want to fall afoul of the copyright police in case there's a problem with the publishers. You can look it up yourself if you have a copy of Philip Rhodes and his Yacht Designs by Richard Henderson. It's right there on page 367 with the drawing and its caption on the previous page.

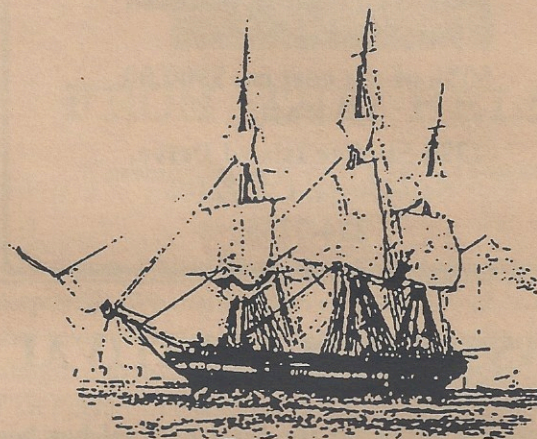
I don't know if this is some kind of slight on the Robin or maybe it's because it wasn't a very popular boat or maybe because it's a small boat there isn't much to say about it. Also, there is the fact that the Maritime Museum's library isn't what one would call complete and thorough. I may not have had sufficient access to the entire body of Robin literature. Whatever.

In what was printed I noted some differences between the description and my boat. Mine doesn't have a roller furling main or a kickup rudder. Also my measuring tape disagrees with the book but only by a few inches - I may be measuring the wrong way. Nevertheless I really like this boat. It can be a bit of a handful and demands constant attention. But with the right wind you can really get this thing flying. I don't

know much about the Robin but I'd like to know more. I'd love to hear from anyone who knows more about this design. You can get in touch with me through the Ancient Mariners or perhaps meet me at the monthly meeting. See you there.

PORT CAPTAIN'S REPORT

by Steve Caouette



Taken Aback... (Surprised by circumstances)

By definition, square rigged vessel is said to be "taken back" when her sails billow out in reverse due to a sudden, unforeseen wind shift or inattention on part of the helmsman. The vessel's forward motion stops and everything is reversed. In a figurative sense, one is "taken back" by a sudden and surprising turn of events.

We brought in about \$150.00 from the sale of our 1997 tee shirts (now \$5.00), and of course, our bowling alley windbreakers (now \$8.00). Most of us pulled out our wallet. Thank you all very much!

COMMITTEE CHAIRPERSONS

Membership	Steve Caouette	224-7816
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	294-2244
Cruising	Steve Caouette	224-7816
Program Director	Jim Sutter	972-1963
Trophies	Doug Graves/Ted Stearns	226-3446/287-4125
Historical	Ed Barr	224-7255
Public Relations	Deb Dominici	688-6961
Bye-Laws	Doug Jones	294-2244
Data Processing	Diana Watson	592-1678
T-Shirt Sales	TBA	
Directory	George Wheeler	271-8629

Board meetings will be held on the second Wednesday of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.