



The ALBATROSS is the official publication  
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San Diego

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Editor, Chris Frost - 442-2533

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1980 CALENDAR OF EVENTS

May 10th	Singlehanders Race CANCELLED - see June 7th
May 24th, 25th, 26th	Schooners Only Race (San Diego) Contact Paul Mitchell 226-1133
June 7th	Singlehanders Race (San Diego) Contact Tom Belair 453-6566
	Pacific Cup Race (Marina del Rey to Catalina) Split rigs only
June 14th, 15th	Ventura Schooners Race
June 28th & 29th	Yesteryear Regatta (San Diego Bay) Contact Tom Belair 453-6566
July 4th, 5th & 6th	San Clemente Race Contact Steve Flanagan 223-7194
August 3rd	Long Beach AMSS Race
August 30th, Sept. 1st, 2nd	Second Annual AMSS San Diego to Ensenada Race
October	Open - Any suggestions?
November	Open - Any more suggestions?
December 6th	Annual Half Pint O' Rum Race (San Diego)

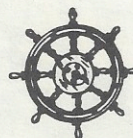
NOTICE

Due to illness, the Single handed sailors  
race must be postponed until Saturday,  
June 7th. If you intend to enter this  
event, please confirm your entry with  
Tom Belair, 453,6566, P.O. Box 80445,  
San Diego, Ca. 92123.

PROGRAM!!!

Due to popular demand, the "J"-Boat film  
from the 30's (the only color film of "J"  
boats) will be held over one more month for  
those of you who didn't see it at the April  
meeting. (Actually, nobody saw it. Your  
Editor got his signals crossed, but has been  
assured we will go "J"-boating in May!)

That's May 1st, 7:30 at Silvergate YC.



FROM THE HELM

Thank you Trudy Wood. We know  
how you must have spent untold  
hours preparing the new roster  
we all just received. And what  
a nice job you did. Already I  
have spent a lot of time just  
going over the information  
looking at dates, sizes, places,  
names. Going down the list sets  
ones imagination going wild....

Now let's see, we have three "R"  
boats all from different designers  
built from 1922 to '24, but look,  
one came all the way from the  
East coast. And what an impressive  
list of designers; Herreshoff,  
Schock, Crocker, Brewer, Alden,  
S&S, Garden, Hanna, Winslow,  
Angleman, Atkin, Rhodes, Stone  
and all the others. What a  
collection of American yachting  
history.

They are all now in San Diego and  
some were built right here as long  
ago as 56 years. Some came all  
the way from the old country...I  
wonder how they all got here and  
I wonder which of the boats has  
travelled the most miles. Some  
of the boats have just recently  
come from the East and I know of  
the problems they have had.

The names are equally fascinating.  
There are of course all of the  
lovely ladies that have had these  
boats named after them. Maybe the  
most lovely of all was Nat Herre-  
shoff's wife Clara, but who was  
Gloria or Gracie or Cynthia? But  
we do know who Irena is. Then  
there are the romantic and symbolic  
names. Is Zapata the General or  
the shoe?

I could go on and on. Next week  
I am going to sit down and figure  
average age and average length and  
which designer is most represented  
and, and, and. Again we thank you,  
Trudy, for the untold hours of  
enjoyment you have given us.

Paul Mitchell

## WELCOME NEW MEMBERS

NARHVAL, owned by Larry & Vini Sozzani, is a Colin Archer double ended wood ketch built in Sweden in 1936 by Gussoner.

Originally built as a fishing trawler for the North Sea, she was built of stout oak planks with 4 feet of copper sheathing around her waterline to protect against ice.

NARHVAL was converted for pleasure cruising by a Swedish movie producer who sold it to 2 young Americans when business took him away to India. The new owners were on vacation and bought the boat on a whim, as both were neophyte sailors. They crossed the North Sea, English Channel, and the Bay of Biscay in the dead of winter, losing their 3-man German crew, who jumped ship, wanting no part of such madness. After a 13,500 mile voyage, fighting tropical storms and mountainous seas, they arrived safely in San Pedro sporting a 400-year-old cannon mounted on the bow. The U.S. Government later returned

the cannon to the Governor of Barbados, whose lawn it came from. At one point of the voyage, the rudder was rendered useless by a collision with a grey whale, but repairs were made in Santa Cruz, Mexico.

After a series of owners, NARHVAL was sailed to New Zealand and back in 1974. Two days out of New Zealand on the return trip, she was dismasted in a severe storm and had to return for repairs.

Larry and Vini has so far cruised the Coronados and Catalina a couple of times, but have "High-Hopes" for extended cruising.

CORSICAN, owned by Allen H. & Marcia Carman. An advertisement in Sea magazine in 1957 describes CORSICAN, an Ohlson 35, as "a commodious cruising boat with a good turn of speed." She was a production boat designed by Einar Ohlson and built at the Ohlson brothers' yard in Gothenburg, Sweden in 1956. The first distributor for these boats was the John Charles Company of Torrance, California. Piecing bits and snatches of information together, I determined that CORSICAN was probably commissioned by Richardson's Yacht Landing or Newmarks' Yacht Sales in Newport Beach. She was originally christened CORSICAN and has carried that name ever since. The first few Ohlson 35's were referred to as "Portuguese Bend Yawls" (PBY), a designation that seems to me to be more traditional than the unellegant "Ohlson 35", but the late 50's seemed to signal the beginning of a change from names to lengths.

CORSICAN is hull number one and her sail numbers are "PBY-1". Her LOA is 35'6"; the beam is 9'4"; LWL 25'; draft 5'; and she displaces 15,500 pounds. Her ballast is 4800 pounds of external iron. By modern ballast to displacement ratios that is fairly light, but she is nevertheless a comfortably sailing boat with no quick motion of surprises.

She has teak decks and Honduran mahogany cockpit, cabin trunk and interior joiner work. An interesting feature of her teak deck is that it is not fastened and plugged from the outside. Her hull is mahogany planking on two-inch oak frames, seven inches on center.

From this point on the history of CORSICAN is mostly a matter of speculation, archeology, and some imagination. By November 1957 the John Charles Company was advertising that CORSICAN was 6th overall out of 233 boats in the Newport-Ensenada race for 1957. That first year she was third overall in a Midwinter Regatta of the Los Angeles Yacht Club.

I have discovered that a W.G. Griffith had a mizzen staysail made by Kenneth Watts in 1962. I find it titillating to speculate that W.G. Griffith was the same W. Griffith (or G) who was involved in designing the Cal 40 with William Lapworth. I bought CORSICAN from Stewart and Patti Smith of Dana Point in November, 1978. They had owned her for a little over two years of which time one year was in San Diego with CORSICAN berthed at Harbor Island. Prior to their owning her, she was berthed at the San Diego Yacht Club. The Smiths and I calculated that CORSICAN has had four or five owners. Needless to say, if anyone reading this history knows something about CORSICAN, I would welcome the information.

Most of my sailing in CORSICAN has been coastwise around San Diego. At this time because, I suppose, of numerous annoying commitments, my cruising plans are modest. My wife, Marcia, and I are planning to sail her up the coast to Santa Barbara during the summer.

She is now, at this writing, hauled out suffering through the first sustained Santa Ana weather since the rains. With the expert help of shipwright Bob Pihl, I am rebuilding her bilge with laminated oak frames and solid oak sisters. She should be back in the water within a week. The final touch in her history is her new mahogany transom which my friends call "A rich man's transom". There's some irony here, I think.

~~YAWL~~, ~~SLOOP~~ "PACIFICA'S" ENSENADA HOPES DASHED

As of last week, it looks as if PACIFICA has lost her status as the heavy favorite to win the PHRF Division in the upcoming Newport to Ensenada Race.

As you may know, PACIFICA has been raced with some success as a sloop after losing her mizzen mast in the Ancient Mariners Maui Race.

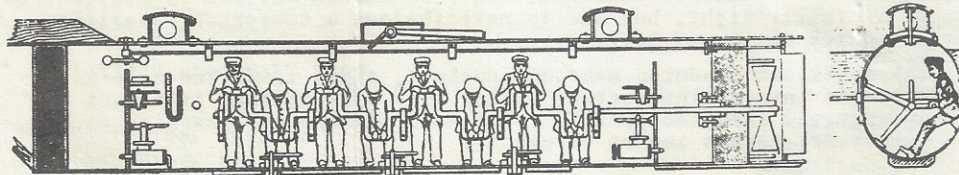
Well, last month owner Jack Frost decided to improve on a good idea and removed the main mast as well. With a working sail area of zero square feet, a PHRF rating of 5,000 was obtained. With such a rating, PACIFICA, with her deep draft could save her handicap due to the prevailing southerly current. To further insure an easy victory, a crew of Taiwanese acrobats were lined up. Their job was to form a human pyramid wearing 3/4 ounce, tri-radial windbreakers.

But alas, PACIFICA'S chances were destroyed when the main mast was put back into the boat and she was withdrawn from the race.

When questioned about the change in plans, Jack explained: "We just couldn't carry enough egg rolls."

The first actual sinking of an enemy ship by a submarine is credited to a Confederate boat. Built by CAPT H.L. Hunley, the boat was about 60 feet long and propelled by eight men turning a crank that drove the propeller. Commanded by LT Paine, Hunley had a disastrous career, swamped twice by heavy waves, hit by the paddle wheel of a steamer, entangled by a ship's anchor cable. In all she sank six times, killing 42 men.

Finally, commanded by an Army infantryman, LT Dixon, she attacked the new Union corvette Housatonic on Feb. 17, 1864, with a spar torpedo. The torpedo detonated early, blowing a large hole in Housatonic's starboard side. The intruding water wedged Hunley into the hole, and the two craft sank together.



HUNLEY was the first submarine to actually sink an enemy ship, the Housatonic. The problem was Hunley sank as well.

FOR SALE

JAMBOREE, 28' classic cruising/racing cutter. Recently restored. New sails, rigging, interior, engine, etc.

Reduced to \$14,500.

Call 223-5566, Ext. 356.

T-SHIRTS AVAILABLE

Yesteryear Regatta 1980 tee shirts will go on sale at the May general meeting. These shirts go fast, so don't be left shirtless!