



# Albatross

ANCIENT MARINER'S SAILING SOCIETY

March 1985

## FROM THE HELM

My hat is off to all those who participated in the "Commodore's Cup of Fog Race" held on February 16th. Just to have started and returned to port safely was a feat worthy of praise. I would like to have the names and all the sea-stories of everyone who participated. I know some of the experiences from this race would be quite hair raising!

Get ready to get out your Hawaiian duds. In keeping with the spirit of the Maui Race, this years' Commodore's Ball will be a Luau! The exact date, location and other particulars will be forthcoming. Hope to see you then.

Doug

## MARCH MEETING

Due to a scheduling conflict last month we were unable to see the program by Woodson Woods (*Scottish Fantasy II*). So it is with pleasure that the March membership meeting will include this very special program.

Woodson K. Woods, owner and race campaigner of *Scottish Fantasy II*, will show a film about his other life - sailing in the sky.

"The Quiet Challenge", produced by Woodson and his son Christopher, is a documentary of the 1984 Baron Hilton Soaring Camp, in celebration of the Baron Hilton Cup. Featured in the film are John Denver, his 1931 Waco biplane, and his first introduction to soaring; along with three world soaring champions and the winners of the Baron Hilton Cup.

Don't miss this exciting sailplane footage, filmed in the rugged hills of Nevada. It should provide a great evening for us all! As suggested before, bring your friends . . . see your there on Thursday, March 7th, 7:30 P.M. at the Silvergate Yacht Club.

\* \* \*

In addition to this fine program, AMSS will be having a raffle. We will be giving away to the lucky ticket holder a hardbound copy of the book *N by E*, by Rockwell Kent (there are actually two books to give away). This book is a reprint of the original book that describes Kent and his two companions' adventures in their 33' Cutter *Direction* on their voyage across Davis strait towards Greenland.

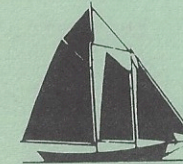
## NEW MEMBERS

Art Hoban  
512 W. California Ave. #205  
Vista, CA 92083

Art built and owns *Anna M* from plans he received from Walter Simmons. *Anna M* is trailerable, measures 19'0" overall, 18'0" LWL, 5'0" beam and 6" draft. Her lines were taken off an old boat designed by Toulinguet prior to 1870.

## PROSPECTIVE MEMBERS

C. Howell Brown  
3046 Whittier St.  
San Diego, CA 92106



C. Howell owns the Star class boat *Novia* hull number 3284. *Novia* was built by Mr. Rodriques in Long Beach during World War II. C. Howell has been extensively restoring her since purchase in 1983.

\* \* \*

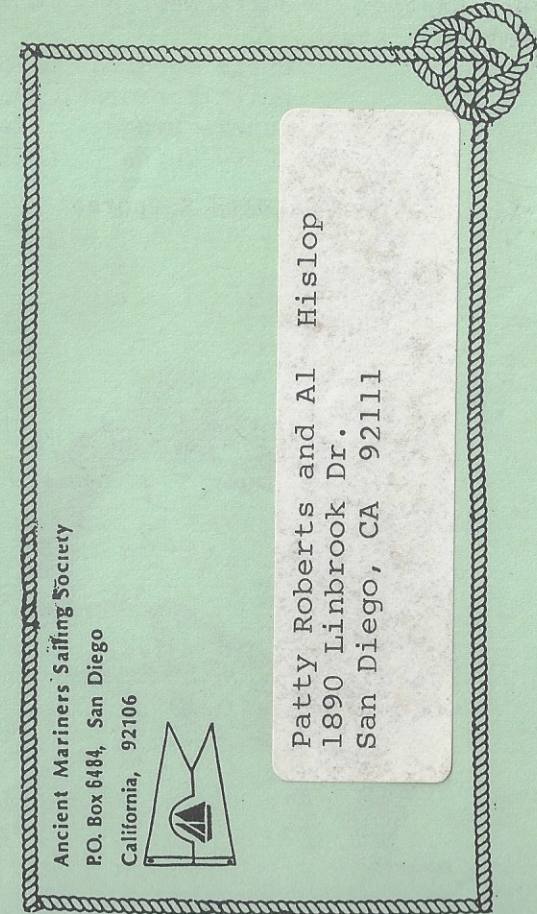
Wendell & Yolanda Moran  
2299 Camino Del Rio South  
San Diego, CA 92108

Wendell & Yolanda own the Angelman ketch *Aranzazu*. Designed by Angelman-Davies in 1939, *Aranzazu* was built by the Tokyo Boat Works in 1964. Built of Formosa Cypress, she is 30'7" LOD, 26'8" LWL, 11'4" beam and 4'6" draft.

\* \* \*

Charles J. Bayuk  
4887 Voltaire Street  
San Diego, CA 92107

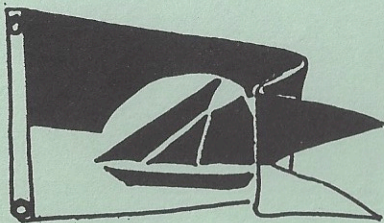
Chuck is applying for Associate Member. Chuck has two children ages 14 & 15, works as a foreign car mechanic and is interested in crewing and working on committees with AMSS.



Ancient Mariners' Sailing Society  
P.O. Box 6484, San Diego  
California, 92106



Patty Roberts and Al Hislop  
1890 Linbrook Dr.  
San Diego, CA 92111



### ALBATROSS

Ancient Mariner's Sailing Society  
March 1985

#### BOARD MEMBERS-1985

Commodore	Doug Graves	226-3446
Vice Commodore	Ed Lush	275-1677
Secretary	Mary Ann Graves	226-3446
Treasurer	Sheila DeWeese	284-6301
Port Captain	Jerry Newton	452-4821
Members @ Large:		

Chris Goddard	578-3322
Keith Korporaal	438-4671
Lonnie Lynch	224-7515
Rusty White	223-3624

Editor Keith Korporaal

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### RACE RESULTS

### LOVE BOAT RACE January 12, 1985



After reading last month's *Albatross*, did you all spend some time matching the cruising vessels (who participated in the Love Boat Race), with their respective elapsed and corrected times? Well, for those that did, here are the correct answers . . . the editor regrets the omission, sorry!!

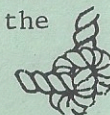
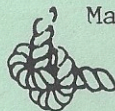
#### Cruising Class

Place	Vessel	Handi.	Elapsed Time	Corrected Time
1	Dauntless	200	2.28:35	2.04:45
2	Noctiluca	285	2.54:25	2.20:27
3	Rowdy	185	3.22:55	3.00:16
4	Knight Hawk	300	3.36:51	3.01:06
5	La Boheme	300	3.38:21	3.02:36
6	Sea Witch	400	3.58:14	3.10:34
7	Comber	260	3.56:40	3.25:41
8	Sea Sharp	220	3.53:15	3.27:02

DNF Revelee, Golden Rule, Styrke and La Violante

### COMMODORE'S CUP

Race results for the Commodore's Cup were unavailable in time for the printing of the *Albatross*. This information will be available at the March 7th meeting.



### CALENDAR OF EVENTS

AMSS Meeting	March 7
Commodore's Ball	March 23 or 24
San Diego to Maui Race	June 9
Petticoat Regatta	July 27
Ironman Race	July 28
San Diego to Ensenada Race	August 31
Half Pint 'o Rum Race	December 7&8

There has also been a lot of requests to have a Swap Meet again, but we need someone to "take the helm" and organize, coordinate, etc. this activity. If any one of you are interested, please call Doug Graves @ 226-3446.

Note: The Yesteryear Regatta is "99% for sure" scheduled for June 8th. Through the fine hospitality of the San Diego Yacht Club, we will be able to hold the activities associated with the regatta at their club. The final arrangements will be confirmed shortly.

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### DID YOU KNOW?

Wave erosion of coral reefs in Fiji produces a ton of sand per acre per day?

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### CREW POSITION

Ed Lush is planning to sail his ketch *Golden Rule* to Puerto Escondido around the middle of November this year. He needs a couple of good volunteer crew members to help sail her down. Ed plans to keep her in Puerto Escondido until around May of 1986, getting in a lot of cruising in the area while she is there. Anyone who thinks they may be interested can give Ed a call at his home, 275-1677.

SPECIAL INSERT  
 Ancient Mariner's Sailing Society  
 The ALBATROSS, March 1985

♣ ♣ ♣

LUCKY BAG (Def.: Mostly a naval colloquialism, the lost-and-found department).



### AMSS DIRECTORY

The Board of Directors is starting to undertake the huge task of updating the DIRECTORY. We are all aware of how useful this information has been . . . If you have any information concerning your boats' discription, measurements, history; or change of address, phone number, etc., and you want it included in the new edition, send in this information as soon as possible.

### BOAT FOR SALE

Bob Sweinhart has reluctantly placed his beautiful cutter, *Solace II* up for sale.

*Solace II* is 48'x11'x7', 36 ton English cutter. She has undergone 8 years of restoration from keel to truck, new sails, rigging, diesel, deep freeze, Loran C, autopilot, etc. 1 3/4" pitch pine on grown oak, rivited; 1 1/2" larch decks.

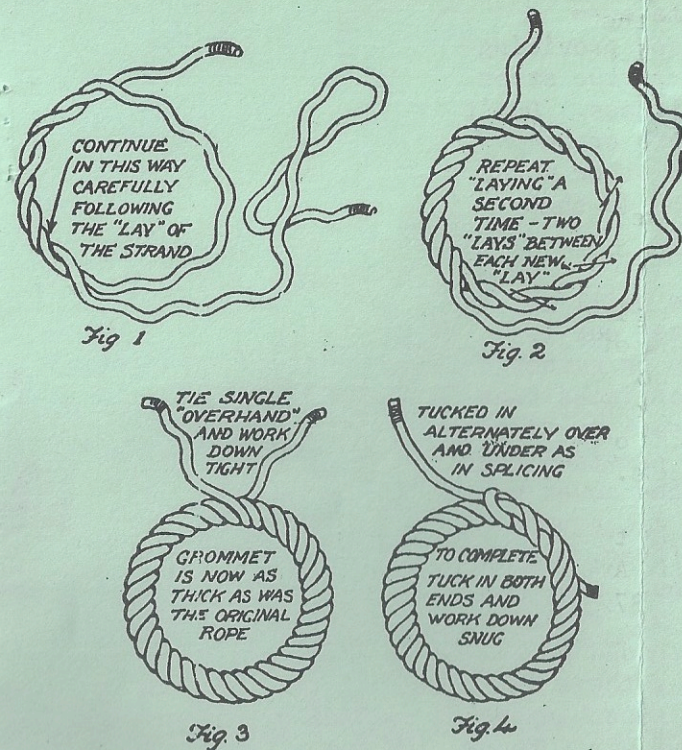
Priced at \$60,000, "because I want to sell". Contact Bob @ 700 N. Irena Ave., Redondo Beach, CA 92077 (H)(213)372-8355 or (B)(213)323-1231



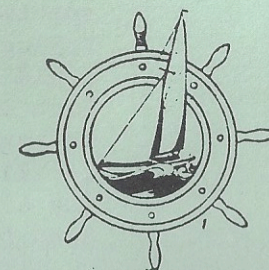
### Grommet

This is a rope ring, and the success in making it depends largely upon keeping the turn in the strand from which it is made. Unlay a rope strand, and when you decide the size of the grommet, have the rope strand, with turns in it a bit more than three times around the grommet. Start with the end, and then take the long end and follow around the first ring, the third time around filling in to make the complete rope ring. The ends are tucked as in the case of the strands in a long splice.

The drawings show this fairly well. The grommet is often used in stropping small blocks. Refer to the illustrations below:



The Grommet



After numerous requests to provide information on maintenance, general seamanship, anecdotes, etc., this column of the *Albatross* will attempt to fill these requests. If you have any information or "tips" that you've discovered, please send it in and we will share it with the members.

This month's column will be excerpts from the booklet Taking Care of Wooden Ships, compiled by Maynard Bray. The following are comments from a panel discussion on the "Most Important Steps in Vessel Care". Enjoy . . .

Capt. R.D. Culler "I think, without a doubt, keeping down fresh water leaks (you never get them all, you've got to figure it's a constant battle even keeping them to a minimum) and providing good ventilation are the first two steps. The next is, I think, cleanliness. Don't let dirt accumulate in corners or in pockets in the bilge. . . In other words let fresh air and ventilation do their work in the corners too."

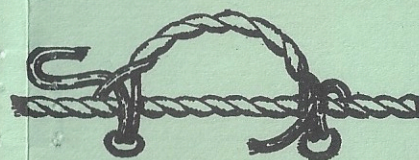
Capt. H.S. Hawkins "I guess we'll all agree that keeping fresh water out is number one. Ventilation may be number two. I said earlier I am convinced that putting a cover over the vessel in winter-time is vitally important - provided that you paint the underside of the cover so that excessive heat doesn't cause more damage than the cover can offset. Inspecting every area of the hull and trying to visualize in what way the air could circulate through it should be high on the list. If you see there is no way that it can, then do something to facilitate the circulation of air. Keeping all cracks puttied and sealed to keep fresh water out is also important.

## LUCKY BAG, con't.

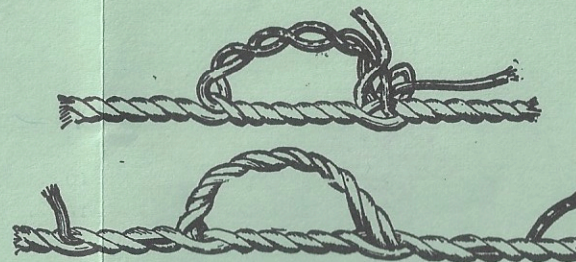
### Cringle

This is an eye of rope spliced into the head or leach of a sail and is formed with a single strand, as in the case of a grommet. The cringle may be formed through eyes worked into the sail, the cringle being formed through these eyes and around the bolt rope, or it may be worked right into the strands of the bolt rope itself.

The strongest method is to pass it through eyes in back of the bolt rope and around the bolt rope. The method of turning in a cringle is shown by the drawings.



Turning in a cringle on the leach of a sail.



Turning in a cringle on the bight of another rope. Used on nets, etc. Usually worked over a round thimble.

## AMSS DIRECTORY

The board of director's is beginning to undertake the monumental task of updating and printing a new AMSS membership directory. If you wish to provide any information on your vessel, new addresses, phone numbers, etc., please write and let us know.

Also, if there is anyone who would like to help in this task, we'd like to know that too!