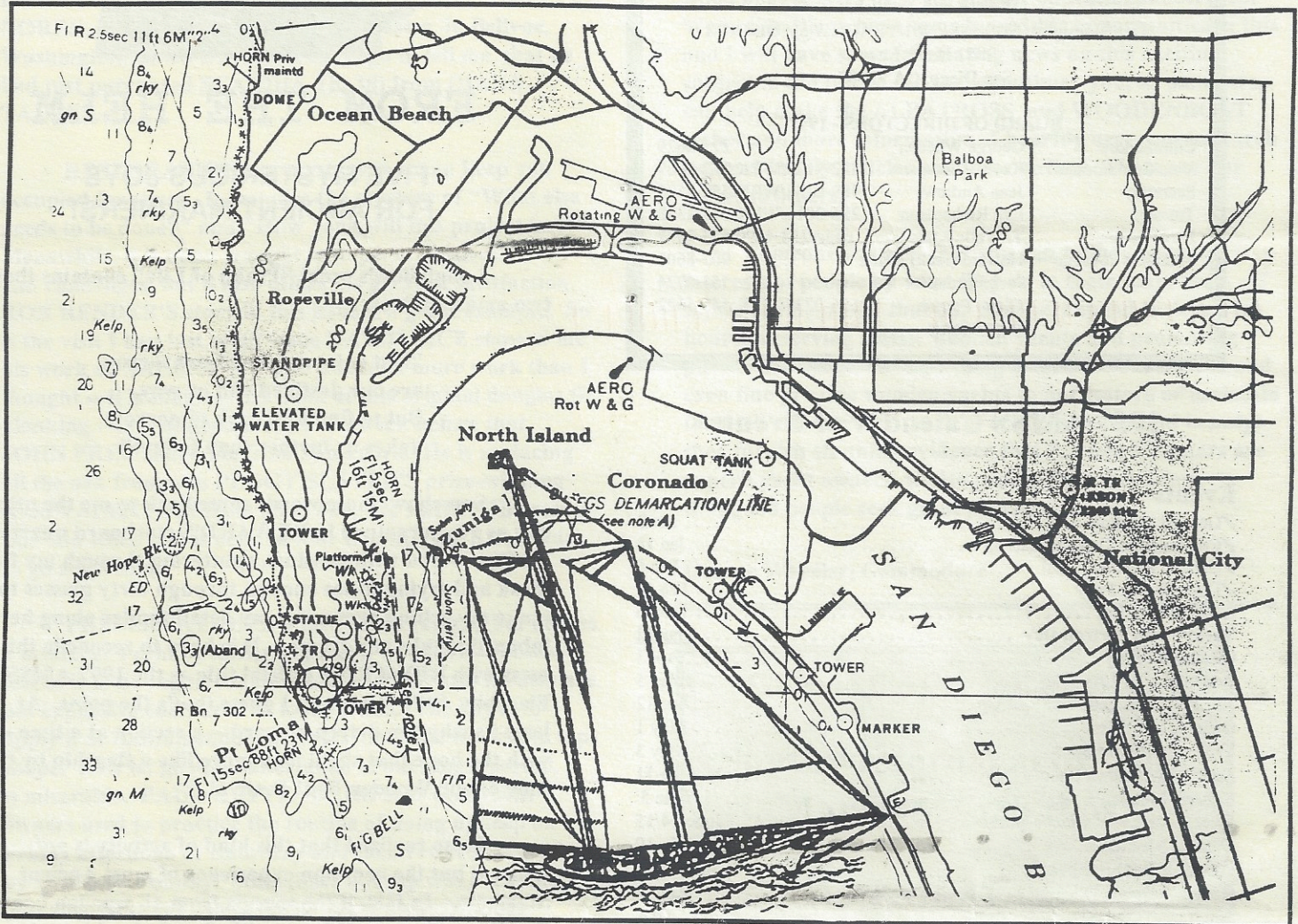


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 23, Number 3

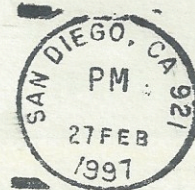
MARCH 1997



ANCIENT MARINERS SAILING SOCIETY

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ALBATROSS

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FROM THE HELM

FIVE MYSTERIOUS JOYS FOR ANCIENT MARINERS!

Longfellow's great "Psalm of Life" contains these
two amazing lines:

"Not enjoyment and not sorrow
are our destined end or way,
But to find that each tomorrow
takes us further than today!"

Somehow those words came back to me the other
day as I lay cramped in REWARD'S starboard quarter
berth, covered with sawdust, sputtering through my face
mask and trying to see enough through dirty glasses to
make my aching arm move my detail sander along her
inboard planks and frames. It is hard to reconcile this
mess with REWARD'S official title as the 1997 AMSS
Flagship. Still, she is and I guess that's the point. At
least its why I'm driven onward -- a section at a time --
with the hope that she'll look more like a flagship by the
time of our Wooden Boat Festival.

I also realized that this kind of activity is not
unusual but the common experience of most Ancient
Mariners. In fact, if the sounds from all wooden boats in
San Diego Bay could be amplified and piped into the
muzak system at Southwestern Yacht Club, one would
hear a pervasive and unremitting chorus of scrapping,
sanding, humming, sawing and grunting -- all punctuated
with hammering from early morning to late in the evening.
What is amazing, is that most of us do this work in our
leisure time, usually considered as a time to RELAX!

Of course, "Couch Potatoes" must think we are
daft. Some may even regard the love of wooden boats as
an illness -- and perhaps it is. It certainly is contagious. I
suspect it's hopeless for them to understand the
remarkable rewards and even joys such labor produces --
but it does. It even remains a mystery to ourselves until we
get into it -- and sometime afterwards. Let us look at five
of them.

ACQUISITION is the first mystery as you ask --
"Where is the perfect wooden yacht for me?" It usually

1997 AMSS Calendar of Events

Events

✓General Meeting	Jan 2
✓Commodores Cup and Raft-up	Jan 18
✓General Meeting	Feb 6
✓Dock Survey Party	Feb 15
General Meeting	Mar 6
Yacht Photo Portrait Day	Mar 22
General Meeting	Apr 3
Kettenburg Regatta	Apr 5
April Fools Regatta and Raft Up	Apr 12
General Meeting	May 1
Yesteryear Regatta	May 3
Luders Invitational Race	May 10-11
General Meeting	June 5
Fleet Cruise to Mariner's Basin	June 14/15
General Meeting	July 10
Wooden Boat Festival	July 12/13
General Meeting (Picnic)	Aug 7
South Bay Cruise	TBA
General Meeting	Sept 4
Petticoat Race	Sept 7
Iron Man Race	Sept 8
General Meeting (2nd Thurs)	Oct 9
General Meeting	Nov 6
Commodore's Ball	Nov 15
General Meeting (Elections)	Dec 3
Half Pint of Rum Race	Dec 6
New Years' Eve Raft Up - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

ONE MORE TIME REGATTA (W.H.Y.C.)	March 8
Schooner Cup	March 28-30
Newport - Ensenada Race	Apr 25
SWYC Oceanside to S.D. Race	Memorial Day Weekend
Heritage Regatta (BalboaYC/Newport Hb. Nautical Museum)	June
McNish Classic Yacht Race (Channel Islands Harbor)	Aug
Bishop Rock Race (SDYC)	Aug
Nautical Heritage Society - Long Beach Schooner Race	Aug
W.H.Y.C. vs AMSS	Sept 24-29
S.W.Y.C. Ensenada Race	Oct 4

requires a long search, keen negotiating skills and an outlay of hard money. But eventually it produces a grand sense of accomplishment and possession. If you have any doubt, watch the sparkle in the eye of Vice Commodore JIM SUTTER when he talks of his recent purchase of his 42' Alden Yawl - NERISSA, or prospective member SUSAN FOX as she tells us about her Calkins 50 - INEFFABLE. I caught the same sparkle when ANDY NOREN, a professional large yacht master in Bellvue, Washington, called a couple weeks ago to tell me that he had just purchased SCANDIA (K-38) from DIANA TALLEY.

RESTORATION is a mystery that can keep you occupied for years. It includes the mystery of "What else needs to be done?" and "How long will this project last?" Meanwhile, it is often fraught with perils, missteps and challenges, but it also offers the greatest satisfaction. RON RENDER'S story in this issue is a great example. So is the visit I had last week when DAVID RICE showed me his work on SALENE (PCC). "It's a lot more work than I thought -- it is tough -- but look at this original douglas fir planking -- it is as good a new!" A week before that, JOHN FREE called me from San Pedro. He is replacing all the oak frames in PEGGY SLATER'S prize-winning K-38 VALENTINE from #8 to #28. He stated "The rest is fine and when this is done in four months, she'll be ready to go anywhere!"

PRESERVATION is a little more relaxed but no less a mystery. Perhaps the first secret a wooden boat owner learns is to do regular maintenance. Paint and varnish are not expensive compared to many items. The key is to apply it at recommended intervals once the work is in top shape. If it is let go and undertaken in one single period, it is miserable. PAUL KETTENBURG says that yacht owners used to practice the routine of doing upkeep on Friday afternoon or Saturday and then reward themselves by sailing on Sunday. Sometimes upkeep was even made into a social event where fellow yacht owners would converged on a friend's boat and hold a work party.

EXPOSITION is a mystery only in those fleeting moments of intense preparation for a large race or show when you ask "Why am I doing all this?" The answer is that it is the most reliable means by which potential Ancient Mariners, fans, and the general public encounter classic wooden yachts. That is why our main regattas and Wooden Boat Show are indispensable. "Show and tell" is our life blood for new members and sponsorship; it can be used to celebrate an owner's re-commissioning ceremony that crowns years of meticulous work. It can generate leads on other classic yachts. It secures admiration and support from the rest of the yachting world. Beyond that it is the best means of attracting writers and producers for documentaries and articles.

COMMUNICATION is perhaps the most easily neglected mystery of all. For one thing, it takes a lot of effort to make it work. Still, without it there will be no lasting record or means of passing information. Ask ED BARR, he knows. Locally, the ALBATROSS and internationally, the WOODENBOAT MAGAZINE tie the world of wooden yachts together. Also, museums and wood boat centers offer invaluable educational outreach. We in San Diego have some incredible opportunities in this and I will have some fascinating news on this exciting subject in the future. In the meantime, you, as members, can help make the ALBATROSS and WOODENBOAT richer and more informative. I heartily urge you to search out and supply articles and information. These are our voices to others.

Someone has said that you can judge the real interests of people by what they do in their spare time. If so, we can be proud that our members spend their leisure hours preserving classic wooden yachts and promoting public interest them. One thing is for sure old wrecks and even fine pristine wooden yachts to not restore or maintain themselves! In every mark of craftsmanship and beauty, they furnish stunning evidence that Ancient Mariners are superb yacht owners. It also proves the other adage that good people seek great projects.

George Wheeler, Commodore

Come to the General Meeting!
Southwestern Yacht Club
March 6, 7:30 P.M.

RON STRATHMAN
Presents
"PROPELLERS"
(Pacific Marine Propellers)

☛ **WANT TO CREW? NEED A CREW? CALL JACK FEEMSTER (606-6635) TO GET ON A CREW LIST!** ☛

(Note from the editor: Sorry for the small type but until this point we have not turned down, cut, or shorten any written information given to the editorial staff. To get it all in ... the type has been made smaller. Starting the next issue we will edit so that the type size will be bigger!)

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Board meetings are held on the second Thursday of each month at the Southwestern Yacht Club at 6:30 PM. Members are welcome to attend.



**3RD ANNUAL YACHT PHOTO
PORTRAIT DAY SET FOR MARCH 23!**

Members will again have an opportunity to have a formal portrait taken of their yacht on Saturday, March 22nd. It will all take place between 13:00 and 15:30 hours approximately one (1) nautical mile southwest of Buoy #3. There, **BRETT MORRIS** is taking the main photos this year from a power boat -- with Commodore **GEORGE WHEELER** acting as backup in his K-38 "REWARD". All cameras will be at the ready!

At the General Meeting at Southwestern Yacht Club on Thursday, March 6th, a flyer will be passed out which will help owners prepare and position their yacht at sea for the best possible results. Also a sign-up sheet will be available to help identify those yachts participating.

Our hope is that March 22nd will be a perfect Spring day. That is -- one with sunshine, good wind, a few white clouds, moderate wave action. The goal is to capture on film a portrait of your yacht that will be a timeless treasure.

**KETTENBURG REGATTA
SET FOR APRIL 5, 1997**

John Craig, Chairman of the Kettenburg Regatta this year, has planned two days of Kettenburg Yachting events. There be an entry fee of \$10.00 for AMSS members, \$15.00 for non members. However, if a non member presents an membership application with entry one can pay the \$10 charge. Fleet Captains will collect application fees. More infomation in the next issue of the **ALBATROSS** or come to the General Meeting.

**RON RENDER'S 1920 GAFF
SLOOP - "LOAFER" BRINGS
HERRESHOFF 12 1/2 FAME
TO CALIFORNIA**

There's no doubt about it! Everyone who loves traditional yachts should know about the **HERRESHOFF 12 1/2!** By many -- especially those steeped in East Coast yachting, it is regarded as the best small yachts ever designed for day sailing in all conditions. For many, this opinion operates on a scale that begins with admiration and runs all the way up to unabashed devotion. Indeed, many leading yachtsmen agree with the view that even with its small size this boat is just as packed with the genius of its designer -- **NATHANAEL HERRESHOFF** as are his great "J" boats that won the America's Cup. It's just a fantastic boat -- gaff-rigged and all!

Described as solid, stable and Herreshoff to the core, the sight of a 12 1/2 footer (its waterline) standing up to a stiff breeze on Buzzard's Bay can make the crustiest Old Salt stop and look -- and look again! Certainly, for many, it is impossible to imagine a small boat that affords more pleasure to the eye (or to sail) on inland waters. To see a whole fleet of them underway is even more spectacular -- especially on a blustery day with a steep chop running. That is the kind of weather their boats were made for. With the wind shearing -- blowing 15 knots or more, you won't see a reef in the entire fleet. On the other hand, they carry such a wealth of sail for their displacement that full speed is possible even in light airs. People love to race them. Still, they are equally popular with those who use them for outings. Each year, nearly two dozen vie for honors in the national championship regatta -- hosted by top yacht clubs on the East Coast. In spirited Corinthian competition, a surprising range of generations participate from eager teenagers to Mrs. **FRANCIS D. MOORE**, who still sails her beloved Herreshoff 12 1/2 at the salty age of 85. Happily, about 270 of the originals are still around. Many are kept for generations by families on the East Coast with waterfront estates from Long Island to Cape Cod.

Imagine then, how startled one might be to see one in San Diego -- but it happens! Imagine that it is a beautiful Fall day and a visitor here from Staten Island and his business partner arrived here for a conference. Having come from the airport, they meet others for lunch at San Diego Pier Company at Seaport Village. The easterner casually gazes out at the water. All of a sudden, he drops his fork and exclaims to his partner -- "Larry, do you see what I see? -- I can't believe it! -- That's a Herreshoff 12 1/2 out there -- sailing on San Diego Bay! -- Quick, let me borrow your camera - I've got to get a photo for the guys back a New York Yacht Club!"

Of course, those of us in Ancient Mariners Sailing Society know that our visitor has sighted RON RENDER out sailing his magnificently restored Herreshoff 12 1/2 - "LOAFER". What a beauty to have in California waters. It makes you proud, doesn't it?" For one thing, it clearly displaces any notion that the Ancient Mariners fleet is just a collection of useless old wooden boats. Indeed, it provides evidence that our members own breath-taking examples of some of the best and most popular wooden yachts ever designed, built and sailed.

Let's first take a brief look at the Herreshoff 12 1/2 story. Then, we'll find out how RON RENDER found LOAFER and brought her here. It's a fascinating sample of good sleuthing, determination and solid restoration skills.

LOAFER'S development started back in 1912. That was the year when a new age in small boat design began. It came from the drafting table of the great NATHANAEL HERRESHOFF. Then, at sixty four years of age, with all the success of his yachts in the America's Cup races proved, he turned his inspiration toward the creation of a whole new design -- that of a small boat that would most perfectly train youngsters how to sail. The yachting world was not disappointed. He achieved this by adopting the rugged seaworthiness of the New York Pilot schooner with the work dinghies of Bermuda into a design with a heart-shaped transom, hollow forward, full aft waterlines, the curved "V" body sections and graceful bows and sheers. Besides their visual beauty, these boats incorporated (1) a high sail-to-displacement ratio which allowed them to reach full speed in all but the lightest winds; (2) a high percentage of external ballast that enabled them to stand up to a stiff breeze without depending on a boxy shape for stability, and (3) a characteristic weather helm that, when pressed, forces one to reef before the boat becomes overwhelmed. That gave not only an advantage in speed but in safety as well -- especially for young sailors. The Herreshoff 12 1/2s also have the distinction of being the world's first "production" boat.

Initially, HERRESHOFF built 20 "Buzzard's Bay Boys Boats" during the winter of 1914 at this yard on Bristol Island, Rhode Island. They sold for a princely sum of \$420 and were an instant hit. The big open cockpit seated four comfortably. The full keel and shallow draft made for a remarkably stable boat -- perfect for gunkholing into New England's rocky coves and inlets. Eventually the Herreshoff Manufacturing Company built 344 more 12 1/2-footers before a depression, hurricane and World War II drove it out of business in 1943. The Quincy Yard took up the legacy after the war - producing 30 more. Others followed. In fact, they are still be produced today. Others are being restored at a typical cost of about \$20,000 -- if all work is done by a professional yard.

RON RENDER had heard of the famous Herreshoff 12 1/2 all his life and over the years, his interest in these amazing

sailboats increased. He was struck with the idea that one would be absolutely ideal for use in San Diego Bay. He began an active search in 1985. One problem he found, however, was that turnover was almost nonexistent. Also, because so many wealthy easterners like to sail them, there is a "prestige" factor in their ownership that keeps prices quite high. In fact, one completely restored recently sold for \$25,000.

The secret to acquisition, then for RON was to find one complete but unrestored and move quickly before many found out about it. He was able to do just that in 1990. Through a lead from well-known sail maker - BILL HARDIN, he found and purchased LOAFER. (HARDIN at one time owner her) RON bought her sight unseen -- except for some snapshots. Still, he was able to determine that LOAFER was basically complete and restorable and that was good enough for him.

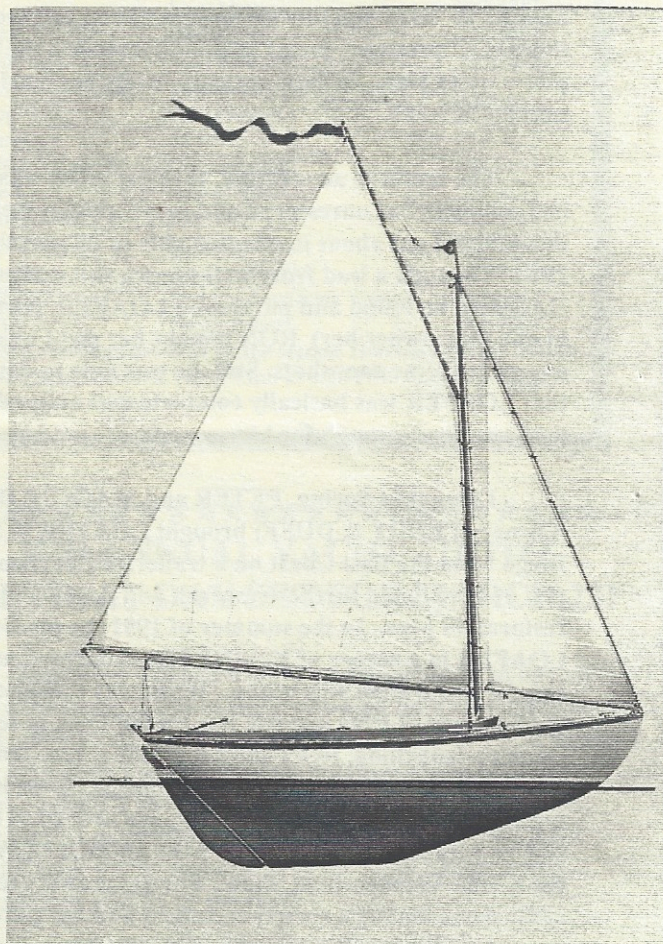
Later that Spring, PETER and MAGGIE DUFF (Owner of EDDY & DUFF) brought LOAFER to San Diego from the East Coast on a trailer. RON spent the rest of 1990 doing further research and developing his restoration plan. In the summer of 1991, he placed LOAFER in a corner of KOEHLER'S boatyard and careful restoration was begun. Work was completed by the Summer of 1993 and she was placed back in service. Upon re-launching, RON and his family found that she sailed even better than they had imagined. Even in the typical light airs on San Diego Bay, she proved to be fast and very comfortable. In 1995 RON entered LOAFER in the AMSS Wooden Boat Show. She generated great enthusiasm amongst society members and the public. It seemed as if every few minutes, someone was taking a photo or asking questions about her. In the 1996 Yesteryear Regatta, he was delighted when LOAFER took the lead over the entire fleet for the first eight miles of the twelve-mile course. Only then was she overtaken by the larger yachts such as ADELPHI, SALLY and BLOODHOUND.

When not out on the bay, LOAFER reposes in lady-like dignity just in front of RON'S power cruiser - COOT at Silvergate Yacht Club. If you peak under LOAFER'S boat cover, you can find a seventy-year old beauty that defies time.

We in Ancient Mariners regard LOAFER as a treasure. We're also proud that LOAFER, next to CAMPION'S "ADELPHI", is our oldest restored boat. She is also the only Herreshoff 12 1/2 on the West Coast -- with the exception of "SARA" at the Center for Wooden Boats on Lake Union in Seattle, Washington. We in the society give three cheers to RON and LYNN RENDER -- and to LOAFER. Thanks for doing the learning about her qualities, for searching and finding her, for the meticulous restoration and for making her a prized member of our Ancient Mariners fleet!

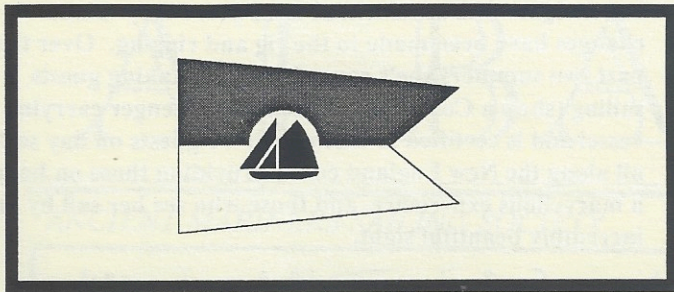
Written by George Wheeler

*PHOTOS PROVIDED
BY RON AND LYNN RENDER*



HERRESHOFF 12 1/2'

"LOAFER"



"WHEN AND IF"

(Note from the editor: WHEN AND IF was given AMSS Honorary Yacht Status by the 1996 Board of Directors. She is not an active member of AMSS's Alden fleet because WHEN AND IF is berthed on the East Coast in Martha's Vineyard, however she is one Alden that was mistakenly not mentioned in the Alden article last month.)

Visitors to the General Patton Memorial Museum in Chiriaco Summit, east of Indio, are probably not aware of his interest in boats and sailing -- the desert surrounding the Museum and it's environs would not bring to mind anything maritime. In fact General Patton and his family enjoyed sailing and owned several boats. The first, a small Alden schooner named ARCTURUS took them to Hawaii in the early thirties. This led Patton, then a Colonel, to commission John Alden, of Boston, to design him a larger schooner. His dream was to sail around the world with Bea (his wife) "when and if" he came home from the war he saw looming on the horizon. Alden designed a 63'5" - schooner (design #669) which was built by F. F. Pendleton of Wiscasset, Maine and launched in 1939. Beautifully built, with robust scantlings, from fine materials, the Pattons sailed her along the New England Coast until the war intervened and she was laid up. Unfortunately Patton's dream was not to be as he was killed in a freak car accident in Germany shortly after the war ended.

WHEN AND IF, as the schooner had been christened remained in the Patton family however and carried them on many cruises ranging from the Virgin Islands to New Foundland both in the ownership of Bea Patton and her nephews the Ayers. In the early 1970's her nephew Neil Ayer donated WHEN AND IF to the Landmark School in Pride's Crossing, Massachusetts (a private school specializing in the education of dyslexics -- Patton himself was dyslexic) where she introduced many, many students to the art, craft, and joy of sailing via their Watermark program. In 1990 the school reluctantly decided to sell the schooner and negotiated a deal with Jim and Gina Mairs of New York City. But before the actual sale, WHEN AND IF broke loose from her mooring in Manchester, Mass during a November gale and went on the rocks. She was heavily damaged -- the whole port side

was stove in, and declared a total constructive loss by her insurance company. Her future was grim . . . in fact the marine surveyor who oversaw the salvage operation said that she was but a hairsbreadth from the chain saw as the insurance company and the Mairs and the School negotiated. But WHEN AND IF's friends, and there were many, would not let her die. Jim and Gina went ahead, working out a deal with Gannon & Benjamin Boatyard in Vineyard Haven, Martha's Vineyard to rebuild her over some years to conserve finances and offered eventual co-ownership as an incentive. When the insurance company agreed to pay the school and release the boat for sale, the arrangement between the Mairs and Gannon & Benjamin -- negotiated in a phone call and a hand shake (in contrast to the machinations of the insurance company) -- took effect. WHEN AND IF was barged to the island and set in a corner of the yard awaiting reconstruction.

That she survived at all is also to the credit of literally dozens of people who oversaw the salvage, arranged for the transfer to the Vineyard, donated time, labor and materials, or provided moral support, and it is a tribute as well to the high quality of the original construction by her Maine Coast builders.

The scope of the repairs and refitting was substantial: repairs to the clamp, shelf, bilge stringer, as well as the bronze hanging knees, lodging knees, cast floors and the diagonal strapping, 17 new double sawn black locust frames, 70% new double planking (khaya --an African mahogany was used as we could not get long lengths of Hondoras mahogany -- over cedar) all on the port side. She also has a new forefoot .and deadwood, new rudder, propellor, and propellor shaft along with new rudder straps and gudgeons. Below the accomodation was redesigned and rebuilt into an interior more suited for cruising/chartering (the original was rather spartan), with three double cabins, two heads, a new galley and salon -- recycled cypress for an enormous farm header tank was used for the bulkheads and joinery lightened with a ceiling and overhead painted Linen White. She has new water tanks, all new plumbing and electrical wiring (the old fixtures were rebuilt and reused wherever possible), a new hot water heater and all new galley equipment. She has a new engine exhaust system, new batteries, a rebuilt windlass, new electronics, and a new fore boom to replace the one which was lost during the salvage (we actually were given the boom back last year by the man who found it and stored it). To replace the wheel and running lights which disappeared after the salvage we ordered a new bronze wheel cast by Lunenburg Foundry, and running lights from Perko. The compass and binnacle cover (a skylight version no longer made) which also disappeared after the salvage have proved difficult to replace and we are ill using her spare compass without a cover until we find suitable replacements.

On the 25th of June, 1994 when she slipped back into the waters of Vineyard Haven Harbor she was surrounded by several hundred loving admirers including

one of the principal speakers: Walter Cronkite. Painted black, as she was originally, she's now ready for another 50 years or so. Although it is not about WHEN AND IF, it is interesting to note that in our small island boatbuilding community there were also two other major rebuildings taking place within less than a mile: the 48' English 1936 cutter McNAB and the Eldridge McInnes schooner ISHMAEL launched in 1929 and also 48' long. Both followed WHEN AND IF back into the water during that July . . . quite an accomplishment for the wooden boat builders of Martha's Vineyard!

WHEN AND IF's maiden voyage was to Maine to attend the WOODENBOAT Show, and to cruise the coast. Her new owners' hopes and dreams have been more than justified as she is a joy to sail, and so well thought out by

her designer and builder that in 55 years only minor changes have been made to the rig and rigging. Over the past two summers she's earned her keep taking guests sailing (she's a Coast Guard licensed passenger carrying vessel and is certified to carry up to 15 guests on day sails) all along the New England coast, providing those on board a marvellous experience, and those who see her sail by an incredibly beautiful sight.

In the future it is planned to take her to the Caribbean, and to Europe, and yes, maybe she will set sail on the voyage that General Patton dreamed about, a cruise around the world.

Written by Virginia Crowell Jones



WHEN AND IF

PHOTOS PROVIDED BY VIRGINIA CROWELL JONES
