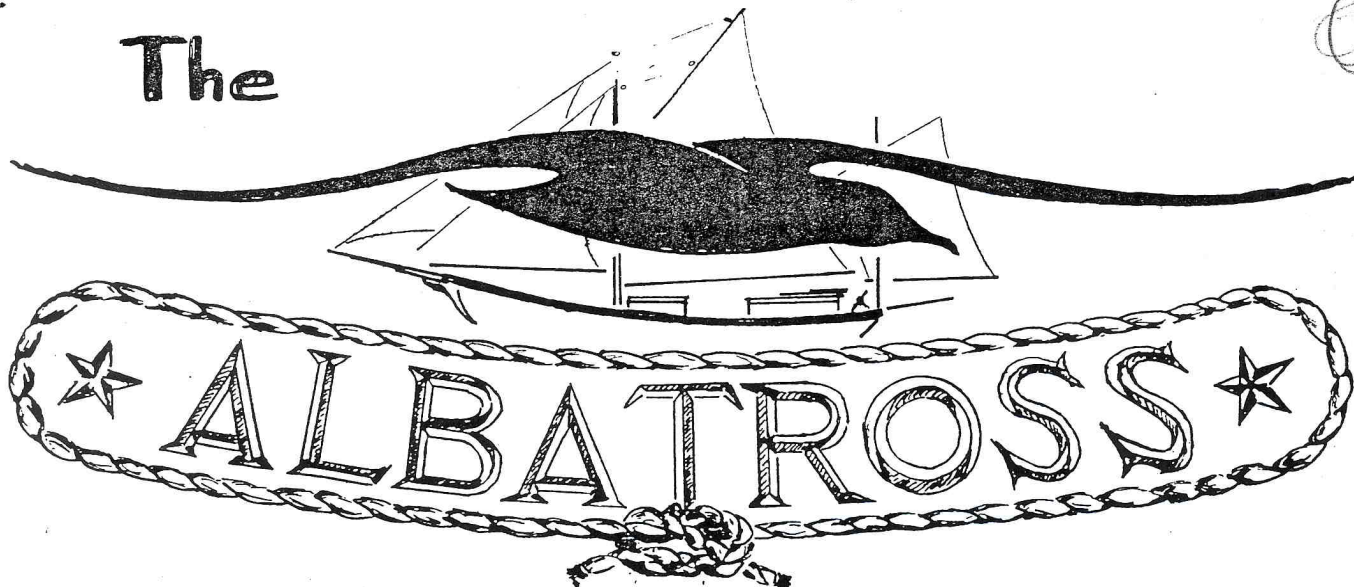


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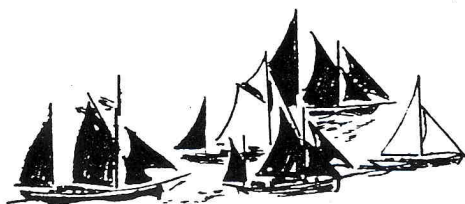
April

NEWSLETTER OF THE ANCIENT MARINERS SAILING SOCIETY

1975

IMPORTANT DATES ! ! ! !

- APRIL 17th: Board meeting, 7:30 PM
15th Bob Spriggs, 720 Robinson
- APRIL 24th: General Meeting, 7:30 PM
Southwestern Yacht Club
- APRIL 26th: Regatta entry deadline
- MAY 2, 3, & 4: First Annual Regatta
Activities all weekend!



May 3rd Regatta

Applications and brochures for the First Annual Regatta have been mailed to all members. Anyone else who may be interested in entering the race can contact Bob Spriggs, Regatta Chairman, 296-0682 or any member of the Board.

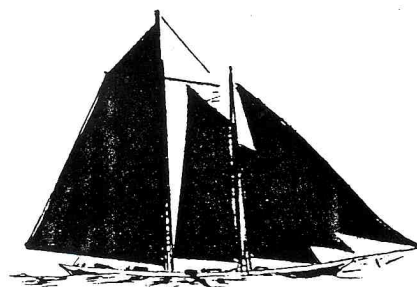
A trial run for the course that has been selected for the regatta will take place on Sunday, April 6th. All those interested in coming out and sailing the course, please keep track of your time and submit it to the regatta committee, in order to aid in the handicapping of the actual race.

ANCIENT MARINERS

The purpose of our organization is to promote the preservation and use of sailboats of classic design and those built of traditional materials. We welcome all boat owners whose boats fall under these classifications, and anyone else who may be interested in preserving the tradition of classic sailboats.

The initiation fee for an Active membership is \$25, and includes a club burgee, the monthly newsletter, and dues for the first year. An Associate membership is also available to interested persons and non-boat owners at a cost of \$5 per year, which includes the monthly newsletter.

Our regular meetings are held at Southwestern Yacht Club on the last Thursday of each month at 7:30 P.M. We also have a monthly activity as well as special events planned during the year. Please join us!



Membership Roster

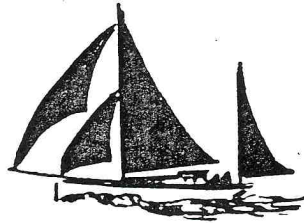
March 1975

Boat	Type	Owner
AKUAVIT.....	Folkboat.....	Mike and Toni Menghini
ALOHA.....	42' "R" sloop.....	Doug Smith
ARTEMIS.....	34' Gaff sloop.....	Stuart Smith
BONITA.....	40' ketch.....	Morey Hale
CLARA.....	35' yawl.....	Priscilla and Kerry Geraghty
CLOUDIA.....	50' ketch.....	Paul Donin
CYNTHIA.....	50' ketch.....	Robin Franck and Jim Keitges
DEEPWATER.....	24' Gaff sloop.....	Allen Sheldon
GAZEKA.....	46' Gaff yawl.....	Roberta Erb and Josh Dean
IRENA.....	32' Gaff ketch.....	Sam Mangum
ISLANDER.....	30' Gaff sloop.....	Harry Steward
JONATHAN SWIFT....	65' cutter.....	Darlene and Bob Spriggs
JOSS II.....	32' cutter.....	Basil and Esther Lustig
MARIBEL.....	42' "R" sloop.....	Ed Lewis and Al Hislop
MARYBETH.....	40' yawl.....	Pete and Jerry Peterson
NAJEZ.....	48' ketch.....	Don and Barbara Armour
NIRVANA.....	64' cutter.....	Hugo and Marj Carver John and Mary Knight
NOEMAR.....	35' yawl.....	Ralph and Pat Watkins
OLD MAID.....	18' Gaff cutter...	Beverley Holle
PACIFIC TRADER....	26' Gaff cutter...	Pat and Van Hope
POPPY.....	34' Gaff ketch.....	Tom and Nancy Noonan
QUEEN MAB.....	87' schooner.....	Julio Garci-Crespi (George Dixon)
REVELEE.....	31' ketch.....	Larry Fossum
SALUD.....	31' yawl.....	Bill and Marnie Clark
SEAWARD.....	32' Gaff schooner.	George and Dione Brokaw
SEAWEED.....	32' Gaff ketch.....	Robert Lynn and Doug Simpson
SEA WITCH.....	36' Gaff ketch.....	Bob and Sandra Driscoll
SINGING WIND.....	40' Gaff ketch.....	Ernest Armstrong
SKAGERRAK.....	38' Gaff cutter...	Bill Holle
	44' sloop.....	Russ and Shirley Dennis
	42' ketch.....	Dave Hooten
	45' Gaff schooner.	Steve McPherson

(This is the list of members as of the general meeting in March)

NOTE: This is the first of a series of articles about boats in our own Ancient Mariner "fleet". Hopefully, these stories will help each of us to become better acquainted with one another and our boats.

Clara



CLARA, designed and built in 1887 by Nathaniel Herreshoff at Bristol, Rhode Island, is owned by Kerry and Priscilla Geraghty and is the oldest yacht in the Ancient Mariner fleet.

Captain Nat named the boat after his beloved wife, Clara DeWolf, and she was sailed by him and his family between the years of 1887 and 1890. CLARA became very well-known among the yachting circles along the New England coast, and has changed hands only twelve times since being built, which isn't many for a lady that's been around for over 80 years.

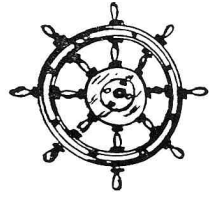
During a recent interview with L. Francis Herreshoff, he stated that to the best of his knowledge, CLARA is the oldest yacht built by the Herreshoff Manufacturing Company that is still afloat. She is possibly the oldest yacht on the West coast, and the fact that she is 88 years old is remarkable. This can only be explained by the fine manner in which the yacht was built, along with the care she has received.

CLARA was originally designed as a catyawl, 35 feet long with a nine foot, eight inch beam, and having a five foot draft. Her rigging has undergone various changes over the years, and is now that of a straight yawl. She has one of the first double-planked hulls ever built, and she has cast iron knees, fore and aft two-thirds.

Edward Morgan, a guest aboard CLARA, immediately fell in love with her on his first sail. He ordered two identical yachts to be built, but it wasn't Captain Nat's nature to duplicate any of his designs. Instead, he built Mr. Morgan extended versions, the PELICAN and the GANNET. These were the most advanced yachts designed at that date by the "Wizard of Bristol", and it was from these three yachts that Captain Nat developed the famous GLORIANA, the fore-runner of most modern yachts.

Saunie Driscoll

from The Helm



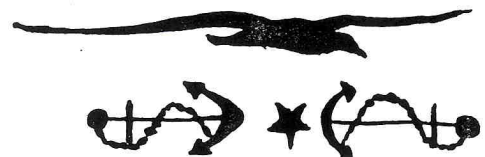
The 1975 season promises to be an exciting one for the Ancient Mariners Sailing Society. Although the club was actually formed in September 1974 1975 will be our inaugural year. The enthusiasm of our members so far has shown that there is tremendous interest in our type of activities. The interest is great, not because we are a dying institution, but because we are a growing one.

More interest is being shown in boats of classic design than ever before. Boatyards and independent builders up and down both East and West coasts are building boats from the drawing boards of Herreshoff, Archer, Atkins, Hanna, Shock, etc. In San Diego, just recently, a local boatbuilder was commissioned to build a classic six-meter design, using traditional materials and methods. These boats are being built because their designs have proven to be dependable and comfortable. They suit the needs of those who sail, whether it's because of their desire to visit strange and different ports, or to sail only for the love of sailing.

Participation is the key to real success for any organization. We are not unique. The society needs your participation to make 1975 a successful year. If your boat isn't ready to sail, attend our monthly meetings anyway. Somebody is always in need of willing, knowledgeable crew members. That invitation is also extended to our Associate members who don't have a boat at this time.

Remember, the fever is running high for our type of organization, so "spread the word and keep the faith".

Doug Smith
Commodore



SEA BIRD: The Albatross

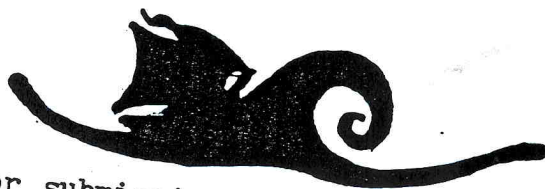
SLOP CHEST

The albatross has been a familiar sea bird for centuries, and was part of the legends and lore of the sea long before Coleridge made it famous in the "Rime of the Ancient Mariner". Superstitious sailors have always thought the birds to be the spirits of seamen swept overboard in gales, and the birds have long been regarded as the forerunners of winds, fogs, and mists. That mariners of old should associate the albatross with storms and winds isn't surprising, for wind is the natural element for these birds. They can totally master it, yet are nearly helpless without it.

The albatross is a great gliding bird, as their long narrow wings are perfectly designed to take advantage of the updrafts from the waves, and it is said that they sleep in flight. Given enough wind they can travel with almost no effort at all in any direction with barely a wingstroke. Because they need the wind for flight the albatross can normally be found in the windiest, roughest stretches of ocean in the world. As oldtime sailors knew, the harder it blows, the more albatrosses you'll see. And many an old mariner will also tell you that it can often be fatal to shoot one.

This will be a regular column for those who wish to advertise items for sale, trade, etc. Submissions should be made by the General meeting each month in order to have the ad appear in the newsletter for the following month.

The term "Slop Chest" originated back in the days of the big sailing ships, when the captain would keep a chest filled with such items as boots, clothing, foul weather gear, shaving supplies, tobacco and other assorted necessities. During the course of the voyage, he would "sell" items out of the "slop chest" to his crew and charge it against the pay that they were accumulating on the books. It wasn't out of the ordinary for many a poor seaman to arrive at the end of his cruise with very little money to his credit because of his purchases out of the captain's "slop chest".



For submissions or information concerning the "ALBATROSS" call:

Bev Holle: 224-7007

Saunie Driscoll: 223-6460

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