

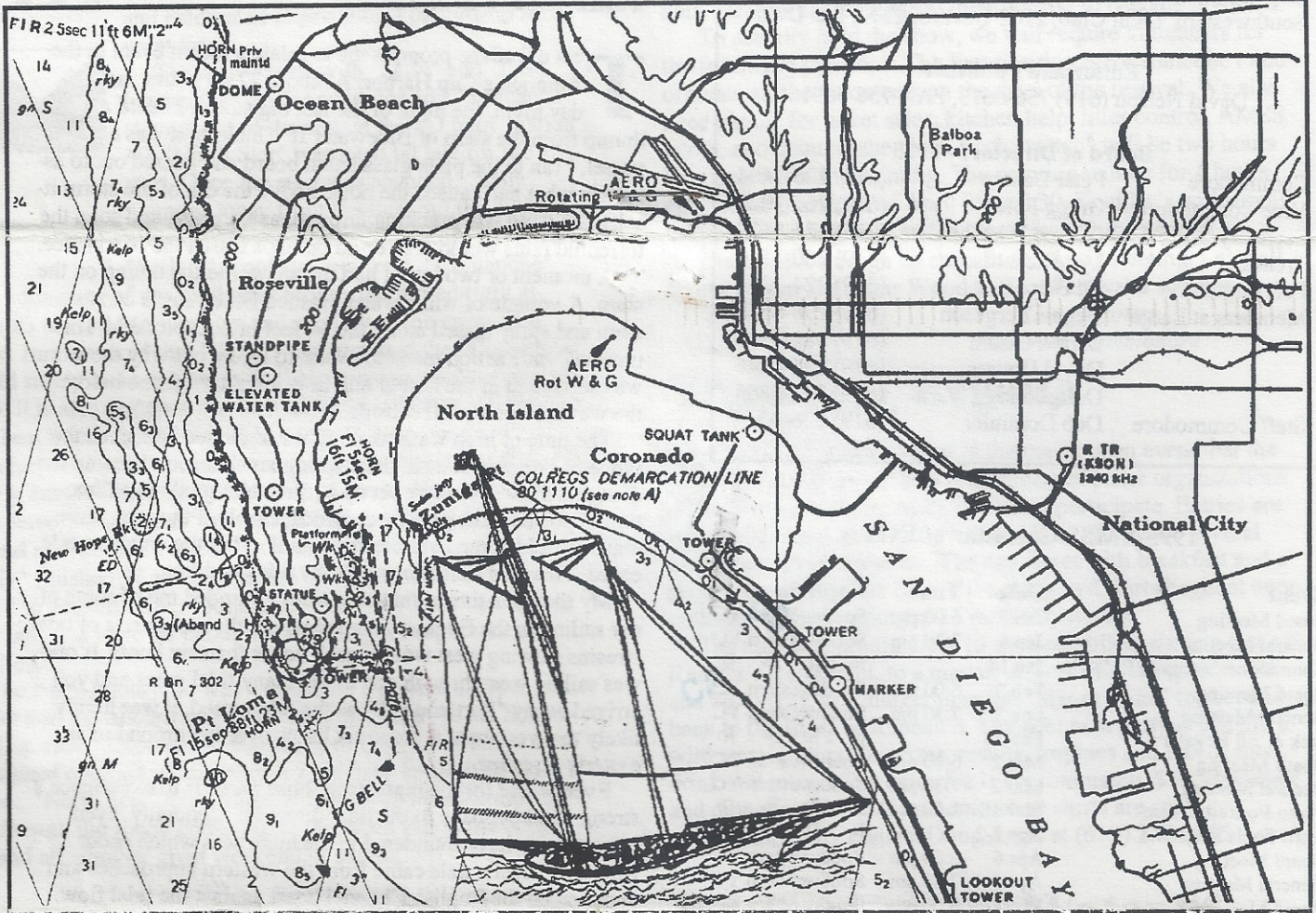
Albatross



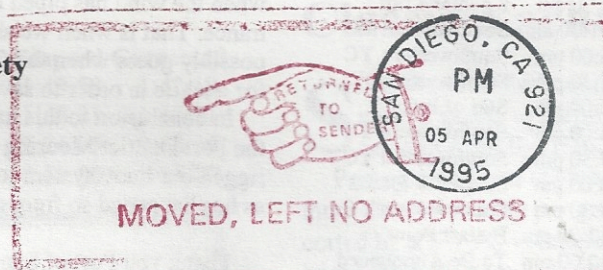
Ancient Mariners Sailing Society

Volume 21, Number 4

April 1995



Ancient Mariners Sailing Society
Post Office Box 6484
San Diego, California 92116



~~Edward Koepsel
P.O. Box 10666
Marina Del Rey~~

CA 90295
Macushlah II

Albatross

Albatross is the official publication of
the Ancient Mariners Sailing Society.

The mailing address is:

P. O. Box 6484, San Diego, CA 92166.

AMSS — Ship-to-Ship VHF Common — Channel 68.

General meetings are the first Thursday of each month at:
Southwestern Yacht Club, 2702 Qualtrough St, San Diego.

Editor and Publisher:

David Nelson (619) 756-6673, FAX 756-5091

Board of Directors - 1995

Commodore	Peter Benton	(619) 226-1484
Vice Commodore	Gregg Potter	(619) 264-1024
Secretary	George Wheeler	(619) 271-8629
Treasurer	Lyn Richardson	(619) 260-1549
Port Captain	Ed Barr	(619) 224-7255
Members at Large	Dennis Ferguson	(619) 298-8636
	Larry Fossum	(619) 582-4338
	David Houser	(619) 294-4746
	Doug Jones	(619) 222-0865
Staff Commodore	Deb Dominici	(619) 226-Ahoy

1995 AMSS Calendar of Events

Event	Date	Time	Location
Board Meeting	Jan 5	6:00 pm	Southwestern YC
General Meeting	Jan 5	7:30 pm	Southwestern YC
Commodore's Cup & Raft-Up	Jan 14		☞ ☞ ☞ ☞
Board Meeting	Feb 2	6:00 pm	Southwestern YC
General Meeting	Feb 2	7:30 pm	Southwestern YC
Jack & Jill Regatta	Feb 18		☞ ☞ ☞ ☞
Board Meeting	Mar 2	6:00 pm	Southwestern YC
General Meeting	Mar 2	7:30 pm	Southwestern YC
Photo Portrait Cruise	Mar 18	1:00 pm	☞ ☞ ☞ ☞
April Fools Regatta	Apr 1-2		☞ ☞ ☞ ☞
Board Meeting	Apr 6	6:00 pm	Southwestern YC
General Meeting	Apr 6	7:30 pm	Southwestern YC
Board Meeting	May 4	6:00 pm	Southwestern YC
General Meeting	May 4	7:30 pm	Southwestern YC
Wooden Boat Festival	May 6-7	9:30 am	Koehler Kraft
Yesteryear Regatta	May 27	11:00 am	Southwestern YC
Board Meeting	Jun 1	6:00 pm	Southwestern YC
General Meeting	Jun 1	7:30 pm	Southwestern YC
Kettenburg Regatta	Jun 24	1:00 pm	Star of India
Board Meeting	Jul 6	6:00 pm	Southwestern YC
General Meeting	Jul 6	7:30 pm	Southwestern YC
Commodore's Ball	Jul 15	8:00 pm	Shelter Is. Beach
General Mtg. & Picnic	Aug 3	7:30 pm	Southwestern YC
Gorilla Rock Cruise	Aug 5	12:00 pm	Ballast Point
Labor Day Cruise	Sep 2-3	12:00 pm	To Be Announced
Board Meeting	Sep 7	6:00 pm	Southwestern YC
General Meeting	Sep 7	7:30 pm	Southwestern YC
Petticoat Race	Sep 16	1:00 pm	To Be Announced
Ironman Race	Sep 17	1:00 pm	To Be Announced
Board Meeting	Oct 4	6:00 pm	Southwestern YC
General Meeting	Oct 4	7:30 pm	Southwestern YC
Board Meeting	Nov 2	6:00 pm	Southwestern YC
General Meeting (nominations)	Nov 2	7:30 pm	Southwestern YC
Half Pint O'Rum Race	Dec 2	11:30 am	By Fiddlers Cove
General Meeting (elections)	Dec 7	7:30 pm	Southwestern YC
New Year's Raft-up	Dec 31	4:00 pm	La Playa Cove

From the Helm

Time and Tide...

This old adage prompts me to relate a recent event in the America's Cup Harbor. At about 22:40 hours, last Friday night, the night of the last big storm, I heard a thump from the stern of Bluewater II. Thinking it was a rogue vessel, I ran to the plate glass hatch board and peered out to ascertain what had caused the noise above the din of the storm itself. The wind was cranking through, as they say, and soon the torrential rains would arrive and perhaps lessen the wind force. A moment or two later I had the answer to the thump on the stern. A volume of white water crashed Bluewater's canoe stern and spray hissed along the 14 feet of cockpit deck. This unusual wave action made me want to figure out why the storm was so violent in the harbor and how long it might be before the wave action would subside.

The time of high water that night had passed and since the range of tide was at its highest spring level, it soon became evident that the waves were set up by the ebbing tide in a direction opposite to the gale force winds. Likely, I thought, more waves would come over the stern until either the winds or tide eased. This was a classic wind over tide condition.

My thoughts that night about tides reminded me of some of my sailing in the English Channel where the spring rate of tidal streams flowing west would reach better than six knots. If one was sailing west through one of the many tidal gates and you arrived at say "Portland Bill" as the tide turned, it was highly likely that you went at some six knots over the ground in an easterly direction.

Even worse for the mariner in those parts, is to experience a strong wind opposite to the tidal direction. Generally, even large vessels have foundered in the huge seas which occur when an Atlantic gale came from the western approaches and marched up the English Channel coast against the tidal flow.

Many of us have local experience in and out of Mission Bay when the wind has piped up and the tide is ebbing out of the entrance. That is when we should know our local tide times and possibly guess when the Coast Guard will close the entrance for a while in order to save small vessels.

In conclusion to this narrative, I wish to pay my respects to the Port District Mooring Maintenance Group who prudently rigged our buoy system to hold vessels in such a storm frenzy as has happened so frequently this year.

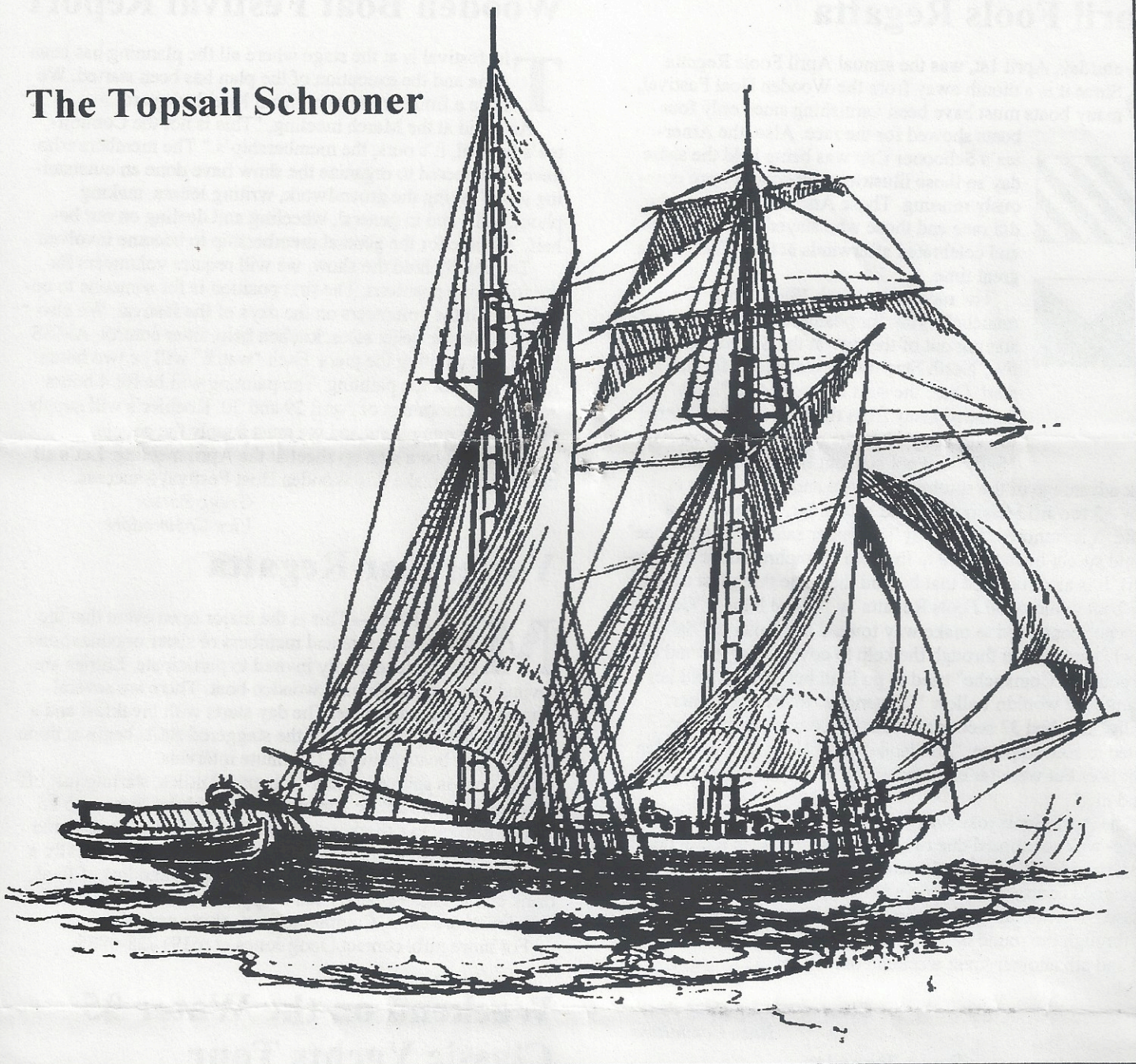
Thank you Port of San Diego.

*Regards to all,
Peter J. Benton
Commodore '95*

P.S. Minnie's schooner, "Famarang," finished first overall in the 9th annual America's Schooner Cup, held here on April 3rd, taking it from 5 year Cup holder, "Aster."

Your Commodore crewed on "Red Witch" and finished dead last — quite a feat.

The Topsail Schooner



Largest Floating Rummage Sale In US To Take Place On Ferryboat Berkeley

On The Waterfront — The largest floating rummage sale in the country is scheduled to take place April 22nd and 23rd from 9 am. to 4 pm. on the upper deck of the ferryboat "Berkeley," one of the San Diego Maritime Museum's fleet of historic ships. The event, the 28th annual, is hosted by the Star of India Auxiliary and is open free to the public.

"Berkeley is nearly 300 feet long, and we fill every foot of her with second-hand treasures," said Rita Greig, President of the Auxiliary. "Our ladies collect items year around for this magnificent display of goods. It really is quite a spectacle, and this looks like our largest sale ever."

Among items to be found at the rummage sale will be new and near-new boutique selections; men, women, and childrens'

clothing, kitchenware, boating gear, small working appliances, hardware, books, Christmas decorations, toys, potted plants and flowers, and bathroom accessories.

This year a special auction will be held at the B Street Pier (Sunday, noon to 2 pm.), for the larger items. This auction includes antique wooden furniture and a 16 foot sloop-rigged sailboat with trailer.

Delicious home-baked goods, hot dogs and snacks, coffee, and soft drinks are also served. There is no admission charge for entry to the Rummage Sale, and there is plenty of metered parking in front of the Maritime Museum and Star of India.

All money raised from the Star of India Auxiliary Rummage Sale goes to the Maritime Museum, a not-for-profit organization. For more information contact the Maritime Museum at (619) 234-9153.

April Fools Regatta

Saturday, April 1st, was the annual April Fools Regatta. Since it is a month away from the Wooden Boat Festival, many boats must have been varnishing since only four boats showed for the race. Also, the America's Schooner Cup was being held the same day so those illustrious schooners were obviously missing. Those Ancient Mariners who did race and those who stayed in Mission Bay and celebrated afterwards at the raft-up had a great time.



The race started with "Sally" and "Comanche" vying for positions and "Sundance" staying out of the way at the SD buoy marker #9. "North Star" was a tad bit late for the start. Once the start was sounded, "Sally" pounded away from the fleet out the channel toward buoy #3 to the open ocean. However, "Sally" did not stay out front. "Comanche"

took advantage of the southwest breeze and turned right at buoy #3 toward Mission Bay and soon after, the crew set a chute. It is rumored that "Sally's" skipper said the "Comanche" would surely be in trouble in the kelp (paraphrased for publication). It is also rumored that he said the same thing last time he was beat in the April Fools Regatta by "Cloud Nine." "Comanche" continued to make way toward the finish as "Sally" slowly came down through the kelp to cover. Near the end of the course, "Comanche" tried to go high but "Sally" held her ground and wouldn't allow "Comanche" to drive over her. "Sally" finished 37 seconds ahead of "Comanche" but corrected to second place. "Sundance" and "Northstar" cruised in a bit later but were far enough behind to get caught when the wind died.

The April Fools joke was Comanche's normal skipper and owner was not aboard due to crewing on "Elan" in the Schooner Cup race. "Comanche" was skippered by Doug Jones with the signed contract which included the "you break it, you fix it" clause. "North Star" did manage to get the mainsail's topping lift through the round cotter pin at the block above the boom. All and all, another great weekend of sailing.

*Ghost writer for Doug Jones
Race Committee*

Race Results

Place	Boat	Owner	Handicap	Elapsed	Corrected
1	Comanche	Jones	120	1:48:58	1:42:18
2	Sally	Koehler	80	1:48:21	1:48:21
3	Sundance	Thompsons	175	2:24:05	2:08:15
4	North Star	Potter	300	2:58:00	2:21:20



OK, so your check's in the mail

But if you forgot, please mail your dues to our treasurer, Lyn Richardson, so that we may fund our major projects. Thank you.

Send your payment to:
AMSS, P.O. Box 6484, San Diego, CA 92166

Wooden Boat Festival Report

The festival is at the stage where all the planning has been done and the execution of the plan has been started. We have a firm commitment from Koehler's yard.

As I said at the March meeting, "This is not the Committee's festival, it's ours, the membership's." The members who have volunteered to organize the show have done an outstanding job of laying the groundwork, writing letters, making phone calls, and in general, wheeling and dealing on our behalf. Its time for the general membership to become involved.

To actually hold the show, we will require volunteers for the following positions: The first position is for someone to coordinate all the volunteers on the days of the festival. We also need people for ticket sales, kitchen help, litter control, AMSS booth, and painting the piers. Each "watch" will be two hours long except for the painting. The painting will be for 4 hours each in the mornings of April 29 and 30. Koehler's will supply the painting equipment and we must supply the people.

There will be a sign up sheet at the April meeting. Let's all do our part to make this Wooden Boat Festival a success.

*Gregg Potter
Vice Commodore*

Yesteryear Regatta

May 27, 1995 — This is the major open event that the AMSS sponsors and members of sister organizations are wholeheartedly invited to participate. Entries are invited from any qualifying wooden boat. There are several classes and many trophies. The day starts with breakfast and a skippers meeting. The first of the staggered starts begin at noon with similar boats going at 15 minute intervals.

The race is approximately 12 nautical miles, starting just off Reuben's Restaurant, to a marker at Tom Hams to port, to #5 and #6 to port, to a marker near the "Star of India" to port and back to the finish at Reuben's. The post race party is usually a wild party with raffle prizes, results, trophies and lots of food, drink and music. The entry fee is approximately \$30. Breakfast and dinner are extra. Commemorative shirts are sold.

For more info. contact Doug Jones at (619) 222-0865.

Weekend on the Water 95 Classic Yachts Tour

Southwestern Yacht club is looking for a few beautiful classic yachts to participate in its "Classic Yachts Tour," Sunday April 9, 11:30 am. to 3 pm.

Participate means opening your boat to several tours (not more than 10 tourists per group, no shoes or food onboard) escorted by a SWYC volunteer. We'd want you to also be onboard from 11:30 to 3. We'll either give you a slip at SWYC for the day or bring groups to your dock via Water Taxi. Ten yachts will be toured while brunch is served at the clubhouse.

The "Classic Yachts Tour & Brunch" is the final event of SWYC'S annual fund-raiser for the Epilepsy Society, this year called "Weekend on the Water 95," which also includes the traditional Charity Bay Race plus a Gala Auction and a beach barbecue. You'll receive our invitation to be an honored guest at the Gala Celebrity Auction on Friday evening at SWYC.

You'll have fun and be help the Epilepsy Society of San Diego.

For info call Pat Miller 226-4216 or Larry Lewis 294-8214.

Second Annual Kettenburg Regatta To Be Held June 24th

The Kettenburg Regatta, June 24, 1995 — The Second Annual Kettenburg Regatta held in San Diego Bay, is hosted by the Maritime Museum, Paul Kettenburg, and the Ancient Mariner's Sailing Society (AMSS). The event is opened to PCs, K38s, PCCs, K40s, K41s, K43s, and K50s. The event originated as the PCC National Championships three years ago and expanded to all Kettenburg designed sailboats last year.

Three years ago, the PCCs had two class races and an awards ceremony with wine and cheese on the "Berkeley." We all had a great time! Two years ago we had our awards ceremony and informal celebration at Southwestern Yacht Club (SWYC). Last year, the Maritime Museum offered the "Star of India" for our pot luck awards celebration. It was a great awards ceremony with Kettenburg memorabilia displayed in the Captain's quarters.

Each class of Kettenburg boat has their own start, with the highest handicapped boats starting at noon, with at least two short triangular races in San Diego Bay, with the schooner "Dauntless" in 1992 and the schooner "Elan" in 1993 and 1994 as our start boats.

We will try to have three races this year (wind permitting), a start boat, and a chase boat. All Kettenburg boats will use the same start boat and marks. Perpetual trophies will be awarded to each class winner and be shown on display aboard the "Berkeley."

For more information: AMSS, P.O. Box 6484, San Diego, CA 92166, Attention: John Holz, George Wheeler, or Deb Dominici, Regatta Co-Chairpeople, 619-222-6616.

Committee Chairpersons

Membership	Larry Fossum	(619) 582-4338
Handicap	Bill Clark	(619) 542-1229
	Jerry Newton	(619) 222-1281
	Doug Jones	(619) 222-0865
Race	-Vacant-	
Cruising	-Vacant-	
Trophies	-Vacant-	
Historical	Jim Keitges	(619) 485-8711
Public Relations	Deb Dominici	(619) 226-Ahoy
By-laws	Gregg Potter	(619) 264-1024
Data Processing	Diana Watson	(619) 287-9066
T-shirt Sales	Bob Hendrickson & Allen Niebrugge	(619) 486-4186
Swap Meets	Bob Hendrickson & Allen Niebrugge	(619) 486-4186

Board meetings are held on the first Thursday of each month at the Southwestern Yacht Club at 6:00 pm, just prior to the general meeting.



PORT SIDE

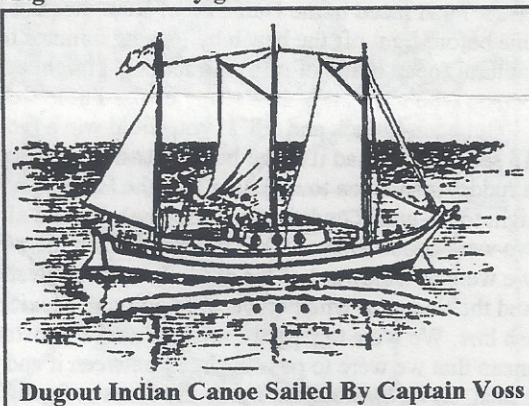
Continuing the words of sea-going wisdom from Captain John Claus Voss in his book, "The Venturesome Voyages of Captain Voss"...

1) The signs that assure the Master that his ship is properly hove to in a gale, and thus safe from shipping seas:

"If your vessel lies 4 to 5 points from the wind (45° - 56°) and makes nearly a square drift, she is safe... she may fall off at times a point or two, but as long as the vessel does not range (charge) ahead, there will be no seas coming over to do any harm."

2) Reasons why a small vessel should heave to under sea anchor and riding sail in a heavy gale:

"A small vessel hove to under sea anchor and riding sail is comfortable and dry. She is out of danger from shipping seas and needs little watching. This will give the captain a nights rest!"



Dugout Indian Canoe Sailed By Captain Voss

3) The drift of a small vessel when hove to under sea anchor and riding sail:

"The drift will always occur in a direction opposite to the wind... and at a rate about one and a quarter miles per hour." A frequent question asked of me: "What are you going to do when you have no sea room?" To this I answer: "He who is in charge of any vessel on an ocean voyage should thoroughly understand to interpret the indications of an approaching storm. He must take care to bring his vessel timely into such a position as to weather the storm in safety."

The J.C. Voss book is available from F.E. Grubb, Librarian, Maritime Museum of British Columbia, Victoria, B.C. for \$11.00 US payable to the Museum.

*Edward S. Barr
Port Captain*



April Meeting Thursday the 6th at 7:30 pm.

— Racing vs. Cruising —

Randy and Carolyn Williamson will host a cruising forum. Join in on the lively discussion.

Help us plan our future cruises...

SAILING 101

By Gregg Potter

It has been stated that the two happiest days in a boat owner's life are when he buys it and when he sells it. This was obviously said by someone who never won half a race let alone a whole one. My Jill, Diane Waltman, and I won half of the Jack and Jill race.

Neither of us had a clue of what was going to happen when we arrived at the Southwestern Yacht Club for the skippers meeting. We had read the instructions but the race instructions that are mailed and the ones that you get at the skippers meeting, have been known to differ.

This was to be my second race in "Northstar," my new H-28. I had raced in the Half-Pint of Rum race but I lost that one before I got off the beach by loosing minutes for safety and cultural (open bottle of rum) infractions. I might add that the person who added this time to my elapsed time won the race.

But back to Jack and Jill. If you could win a race in the first 15 seconds, we had it in the bag. After that, it was pretty much a rudder inspection tour. Either I, or the H-28, is not good in tight to no-wind condition (choose one). We did all right until we were about 100 yards off the mark. Then the wind died and we were to windward of the mark. It was a contest between us and the tide as to whether we were going to Mexico or the finish line. We were to pass the mark to port. I translated that to mean that we were to pass the buoy between it and the nearest beach, so we backed past it into the course of a tug pulling a barge.

Help me on this one. Who has the right of way, a tow going forward or a sailboat under sail going backward? God helps fools, drunks and sailors. We got enough breeze to avoid the 11:00 news. I told Diane that my race plan was working. We had "sandbagged" it long enough for the other boats to get out of our way and we had avoided a deadly tacking duel.

Things were looking up. The wind was picking up and we were going through the water bow first. It was time to set the mizzen staysail. It was a good thing that we did it because it took us so long to get it up that we were almost up on the next mark. The wind was kicking up to about 15 or 20 knots, the boat was flying, my adrenaline was pumping, and Diane's stomach was remembering breakfast.

The fact that we were out here surrounded by tupperware boats with double reefs in their mains and no jib didn't mean a thing to us. We did notice that the knot meter would stop when we really heeled it over. Then I got to thinking about just exactly where the knot meter pick-up was. We crossed the line in 1:12:25 elapsed time.



'Wooden Boat Chandler and Services'

1227 Scott Street, San Diego, CA 92106 (619) 226-1484

We moved here from Koehlers. Come on by and enjoy browsing through traditional books and merchandise. Let us quote your next project on your boat.

Ten minutes later we were into the count down for the second race. We ran the line a couple of times to see where we would be if our next plan worked out. We were doing real well until I noticed that the main had a scallop in it. Diane said "let it be" but I decided to overrule and take up the slack. I asked her to bring "Northstar" up into the wind, luff the main and go back on course.

Here is where the plan starts to go wrong. Diane did just what she was supposed to do and so did the boat. What was not in the plan was that in all the action on the foredeck, I would get the starboard jib sheet so tangled around my foot, I back winded the jib and the boat tacked.

We weren't out of control, it's just that our course and speed were a little shaky for a time. I was sitting on the foredeck trying to get untied while not getting dragged off the boat like a fish on the end of a line. Diane was doing a remarkable job of controlling the boat. The boat next to us offered some unprintable advice and blessed me and all my descendants. That was when the race started.

Needless to say, our second start only showed us that our first one was a gift from God. The rest of the race was less eventful, but a great day of sailing. Much to our surprise, we actually won the race, or at least, half of it. Fair winds and following seas.

AMSS CLASSIFIEDS

— FREE Classified Ads —

Classified ads are FREE to all AMSS Members. Contact David Nelson by the 20th at 756-6673 with your ad copy to get your classified in the next issue. It's that easy!

— Looking For A Good Home —

Santa Teresa of Avila, designed by Walter Rayner, Naval Architects, Poole England. Builders, Frederick Mitchell in Poole. Dorset 1964. Trophy winner in 1989 Yesteryear Regatta. She was shipped to San Diego in 1988 as deck cargo. She has been sailed in Brittany, the Channel Isles (UK), and Spain.

Carvel planked hull: Honduran Mahogany on Oak frames, copper fastened. Albin inboard engine, closed off head, two births, galley. Aft lazarette, ample space in a 22' LOA boat with doghouse, 4.5 tons, fin keel. Tan bark sails: 1 mainsail, 2 jibs, 2 genoas, 1 spinnaker.

Owners have enjoyed this boat since 1981. She needs a good home. A shippy looking ship. Asking \$8500. For further information call Peter at (619) 226-1484.

— 54' LOA Alden Cutter —

Alden Jib Headed Cutter, 54' LOA, Bluewater II for sale by owners. Cabrillo Yacht Sales, (619) 523-1745, has the central agency listing for this fine, classic 1930s vessel.

— Stolen —

I would like to report that all four of my headsails including a working jib, spinnaker and two genoas were stolen from my K-38, "Dyad II" during the week of January 16th - 20th. I keep the boat at Kettenburg docks (Driscoll's West).

I would appreciate any leads on the whereabouts of these sails. I am also looking for sails that can be used as suitable replacements. Call Steve Tyler at (619) 222-3087.