

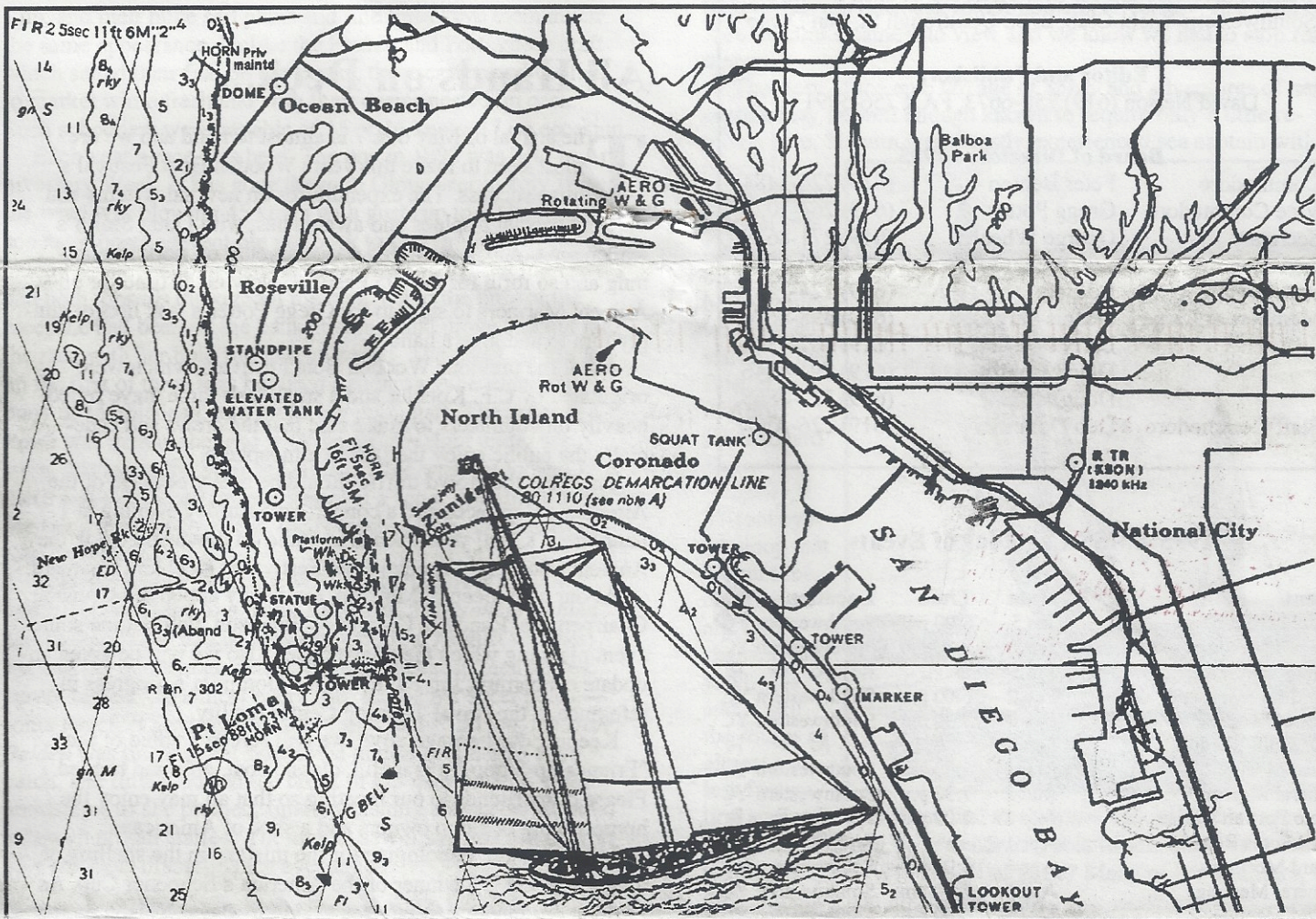
# Albatross



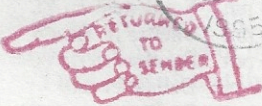
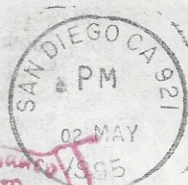
Ancient Mariners Sailing Society

Volume 21, Number 5

May 1995



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

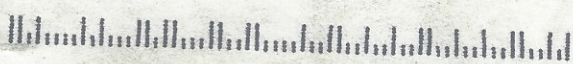


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# Albatross

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

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## 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		R R R R
Board Meeting	Feb 2	6:00 pm	Southwestern YC
General Meeting	Feb 2	7:30 pm	Southwestern YC
Jack & Jill Regatta	Feb 18		R R R R
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	R R R R
April Fools Regatta	Apr 1-2		R R R R
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

## All Hands on Deck...

The arrival of May 6 & 7 is almost to hand and we are most keen to make this year's Wooden Boat Festival a huge success. The expenditures on new sales items and the very special trophies and awards has, with Doug Smith's leadership group, constituted a vast amount of work in planning and so forth for the '95 Festival. Now is the time for all Ancient Mariners to sign up for Gregg Potter's task lists or simply turn to and give a hand.

All of the previous Wooden Boat Festivals, which were originated by C.F. Koehler and a small task force, have relied heavily on volunteers to make sure that the crews and especially the public enjoy the festive atmosphere.


This year the crowd traffic should be heavy because of the America's Cup races and a concert on Saturday evening at Humphrey's. Tell your friends to come on down and enjoy the Ancient Mariners' Wooden Boat Festival at Koehlers Boatyard.

At our next meeting May 4th, our newly appointed Cruising Chairpersons, Randy & Carolyn Williamson, will outline some event planning which they have done. Also we will be given an update concerning Jim Sutter & Deb Dominici's progress in reference to the Naval Training Center facility.

Keeping our heritage alive, we will screen a video of the "Friendship Sloop," a graceful, classic boat, able and rugged. Please bring friends to our meeting so that all may enjoy the homecoming of sloop owners and a slice of Americana.

In conclusion, I apologize for the mistake in the spelling of *Samarang*, the '95 winner of the America's Schooner Cup. As I said at our meeting, it was my saying to David Nelson on the telephone, the famous schooner *Samarang*! My missing front tooth produced a spoonerism.

Regards to all,  
Peter J. Benton  
Commodore '95

 **May Meeting**  
Thursday the 4th at 7:30 pm.

— Wooden Boat Roundup —

**Video Screening "Friendship Sloop."**

**Randy and Carolyn Williamson, will discuss the planning of some cruising events.**

## Most Dramatic Race Ever Sailed!

**1892** — It is generally conceded that the most beautiful merchant sailing craft ever built were the fishing schooners out of ports like Gloucester, Massachusetts which worked the Grand and Georges Banks. Often their designers were the same ones who created the yachts for the America's Cup, and their huge sail plans and fine lines gave them much the same appearance. Unlike the French and Portuguese craft which salted their fish on the Banks, these craft raced the fish to market while fresh and with their dories nested on deck. Such schooners were capable of 15 or 16 knots, 17 on occasion.

Each year a race was held. The one in 1892 was held in Anniversary Week. It has gone down in Gloucester history since the wind was blowing 45 knots with gusts up to 60 knots. Such spectator boats as went out put back to port. In that remarkable race, the winning vessel, *Harry Belden*, carried full lowers and both topsails throughout the race. Up to the time of the race, she had been on the banks fishing, and drove straight into the race with her hold full and unloaded. The *Ethel Jacobs* led on the first of three legs but tried a running gybe round the buoy of Marblehead, and broke her main gaff. The *Joseph Rowe* was then in the lead with the *Belden* right under her stern, driving to the buoy at Davis' Ledge where it looked as if there was only room for one vessel at a time. With their bows plunging into ten-foot seas, the two schooners, hatches awash, rounded together.

*Belden's* master, Maurice Whalen, laying over the bow, gauged his distance to a plank's breadth. The *Nannie Bohlen* had lightened her ballast, expecting normal August weather, but had her helmsman, deck crew and masthead men all securely lashed. On almost every roll, buried her sheer poles — some four feet above her quarter rail! On the last leg, the *Harry Belden* was pitching her bow clean under, then her fore'sle hatch, and finally buried the break of her quarter deck, right amidships, as she pitched, finally finishing almost on her side, still with no sail started. Those who saw it say that it was probably the most dramatic race ever sailed.

G. P. Wheeler  
Contributor

Note: This excerpt is from the two volume work, *Maritime History of the World* by Haws & Hurst.

## Dinner With Josh

By L. J. Watson

**W**ell we didn't actually see Josh that evening. We were at his place for dinner all right. He was there too. We could feel his presence. Pictures of *Spray*, his converted oyster sloop, as well as of himself and family lined the walls. Framed illustrations from *Sailing Alone Around The World*, his 1900 book, were hung there too. Display cases contained the tools of a sailor: parallel rulers, compasses, dividers, a number of sextants of various ages, etc. As I said earlier, we didn't actually see Josh, or talk with him, but he was there. His spirit was, that is.

My desire to visit Josh Slocum's, an on the water eatery located along Pacific Coast Highway (PCH) in Newport Beach,

California, came when I read somewhere that an "authentic" scale model of *Spray* was on display at a restaurant named for Joshua Slocum, her rebuilder and the first man to circumnavigate alone. The fact that the place was said to serve good food was beside the point.

My chance to visit Josh's came one afternoon when my wife Gemma and I were passing through Newport Beach on our way home after a delightful autumn motorcycle ride along PCH. The sun was going down, as was the air temperature, and we elected to stop for a bite to eat and the chance to warm up a little before the ride back to our home in Riverside. Just then, Josh Slocum's came into view and we knew we had to stop for dinner.

The story of the epic voyage of *Spray* and adventures of her captain may be well enough known to require only a little re-telling here. Slocum was a vastly experienced sea captain with over 35

years of commercial seafaring background behind him when he set sail from the Boston area in April 1895 aboard *Spray*.

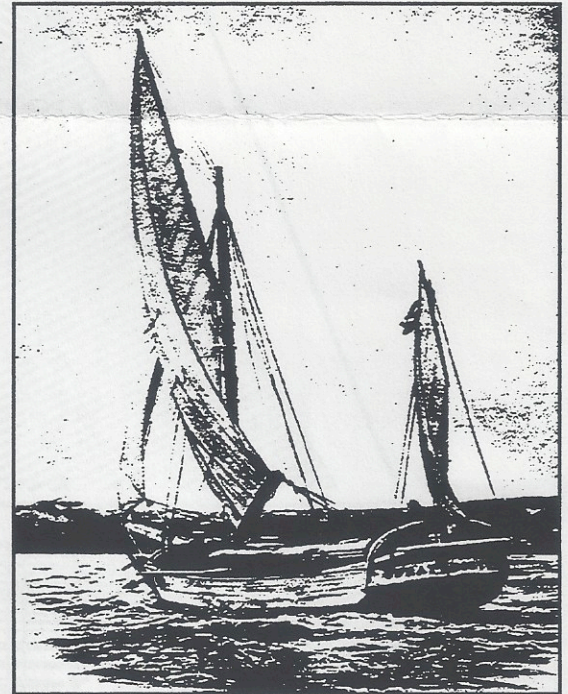
*Spray*, a 37-foot oyster sloop that Slocum re-constructed and later changed to a yawl, was and is still the source of almost endless fascination among boat builders and deep-water sailors. She was reported to be strong, fast, seakindly, able to self-steer, very seaworthy, etc., etc. Was she all of these? Many of her admirers, then and now, couldn't agree more.

*Spray* covered over 46,000 ocean miles in her three year and two month circumnavigation. Her skipper became world famous as the first man to accomplish such a voyage solo. The boat survived storms, a grounding, natives that attempted to board in Tierra del Fuego, only to be thwarted by carpet tacks spread on deck by *Spray's* wily skipper, pirates and all manner of oceanic challenges that accompany solo voyaging. All remarkable, yet none alone or all together adequately explain the enduring attraction of this man, his craft and this voyage.

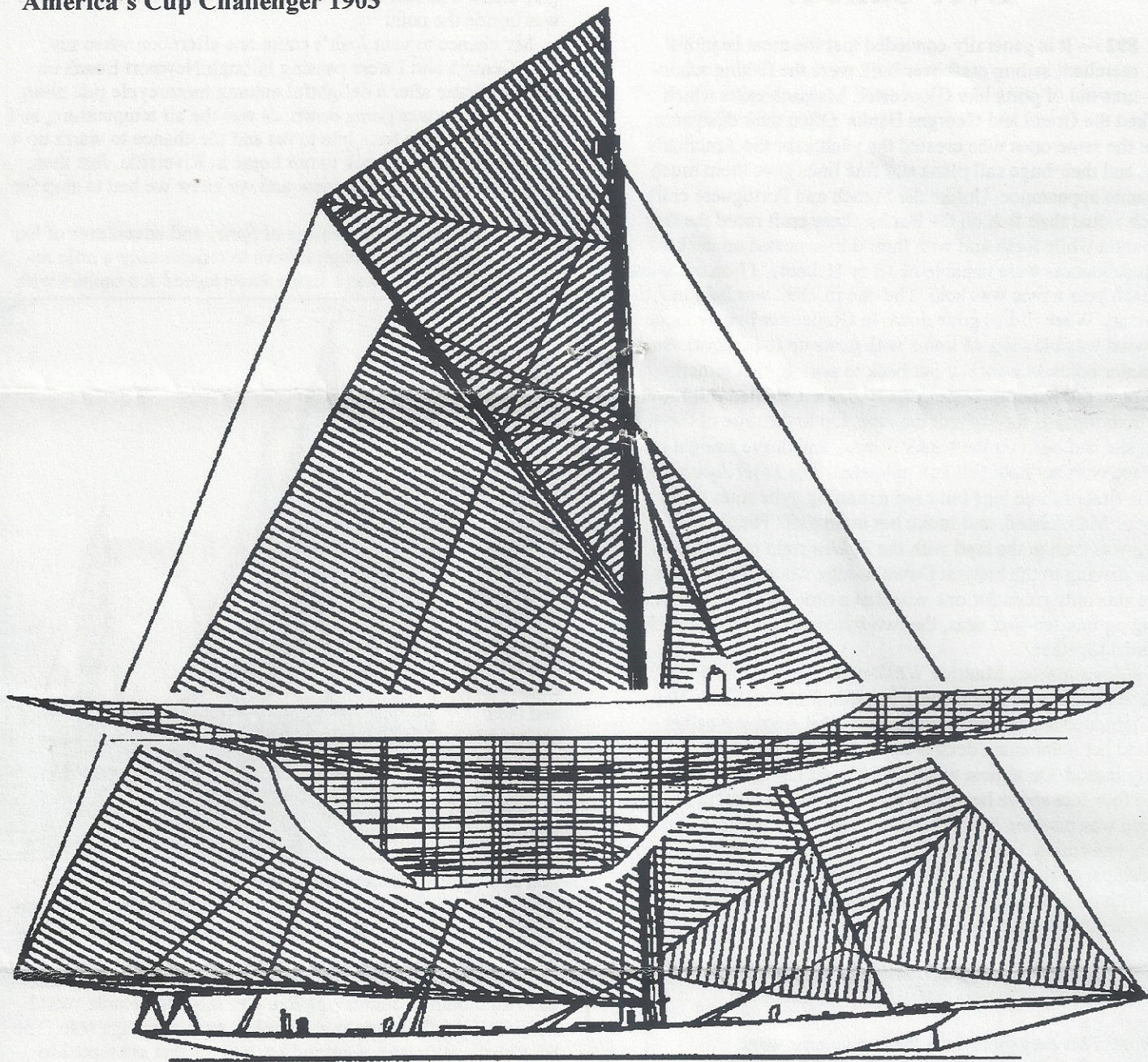
I like to think that the difference between one artist and another, one author and another, or one craftsman and another, can be boiled down to one concept... "style." Slocum had it. *Spray*, because he built her, had it, and even after more than 90 years, we can all still feel it in every word he later wrote... It's on every page.

If you like picture windows overlooking a fine yacht basin, magenta sunsets, fine food and wine, great service and reasonable prices... plus the feeling that you are dining with Joshua himself, try Josh Slocum's in Newport Beach. We did and will do so again... Josh serves a mean cup of chowder.

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***Shamrock III* — William Fife  
America's Cup Challenger 1903**



**21st Annual Yesteryear Regatta  
Saturday May 27, 1995 — San Diego Harbor**

## Yesteryear Regatta

**M**ay 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 will be sold.

For more information please contact Doug Jones, Race Chariman at (619) 222-0865.

## Second Annual Kettenburg Regatta

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 Mariners Sailing Society (AMSS). The event is open to all 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 contact: AMSS, P.O. Box 6484, San Diego, CA 92166, Attention: John Holz, George Wheeler, or Deb Dominici, Regatta Co-Chairpeople, 619-222-6616.

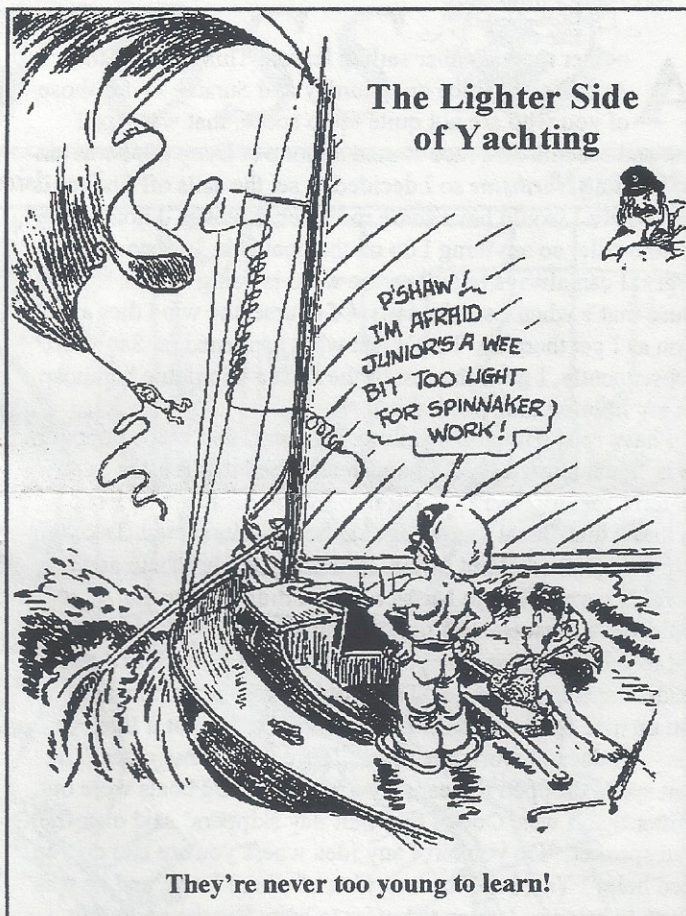
### Committee Chairpersons

Membership	Larry Fossum	(619) 582-4338
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	Jerry Newton	(619) 222-1281
	Doug Jones	(619) 222-0865
Race	Doug Jones	(619) 222-0865
Cruising	Randy & Carolyn Williamson	(619) _____
	Williamson	(619) _____
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



### Dennis Conner's Record still Stands

Chicago's Steve Fosset sailed his 60' trimaran *Lakota* to victory in the 48th annual 125-mile Newport - Ensenada race, April 29, in 8 hrs, 40 min, 10 minutes short of the record set by Dennis Conner in his 60' catamaran *Stars and Stripes* last year.

Roy Disney's 70' monohull sloop *Pyewacket* took first in 12 hrs, 15 min, less than 2 minutes behind the old record.

Nearly 300 of 418 starters finished by Saturday evening.

### New Members

**Yacht:** Shadowfax **Membership:** Flag

**Owner(s):** Howard R. (Jack) and Carol Ann M. Dentz

**Designer:** Paul Kettenburg **Year:** 1947 (approx.)

**Builder:** Kettenburg Boat Co. **Year Built:** 1951

**LOA:** 38' **LWL:** 25'10" **Beam:** 8' **Draft:** 5'2"

**Rig:** Sloop **Hull:** Carvel Planked, Douglas Fir on Oak Frames  
Shadowfax is sponsored by Larry Fossum and Peter Benton.

**Yacht:** Mariposa **Membership:** Flag

**Owner(s):** Matthew Smith

**Designer:** Paul Kettenburg **Year:** 1964

**Builder:** Kettenburg Boat Co. **Year Built:** 1964

**LOA:** 42'6" **LWL:** 29' **Beam:** 11' **Draft:** 5'6"

**Rig:** Sloop **Hull:** Carvel Planked, Mahogany on Oak Frames  
Mariposa is sponsored by Larry Fossum and Donna Davidson.

# SAILING 101

By Gregg Potter

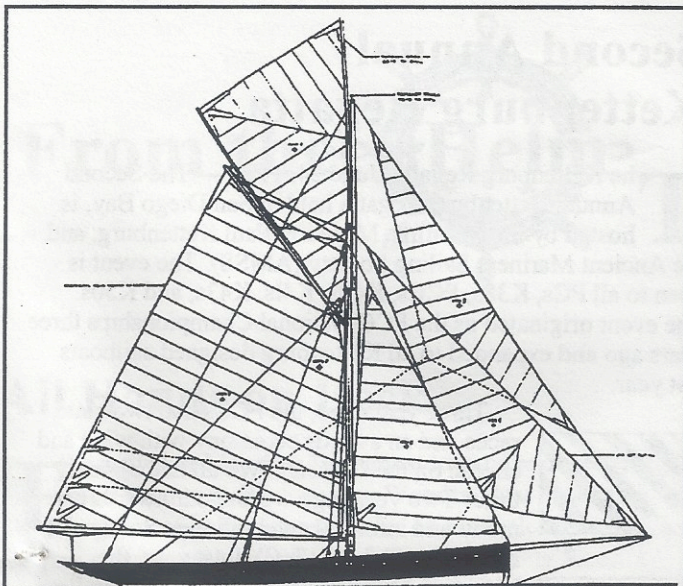
**A**nother race, another sailing lesson. This one was the April Fools' Race on Saturday and Sunday — for those of you who are not quite up to speed, that was April first and second. The race started at noon at Buoy #9. I was single handed *Northstar* so I decided to set the sails off Shelter Island where I would have some room for mistakes. I don't have an auto-tiller so anything I do on the boat is in 30 second stages. I can always tell when the wind is going to pick up because that's when I set the sails. Of course, the wind dies as soon as I get them up. That's just what happened on Saturday. Consequently, I gave the rest of the fleet a 45 minute handicap. (In my opinion they needed it.)

I have read a lot about sailing. One term that keeps popping up is "local knowledge." I have determined that it is the nautical term for "top secret." That may be too harsh a word, but I do know that "local knowledge" is never volunteered. Take the kelp beds just off Point Loma. Well, they are not there any more, I moved them to Mission Bay. I didn't know that you could get that much stuff hung up on a rudder. It used to be that to go to Mission Bay you took Buoy #3 to starboard and headed kind of northwest. This would clear the kelp and set you up nice for the entrance of the bay. Let me put it like this — it doesn't work any more. There were some clues. The boat speed dropped to near zero and the fishing boats were out further than I was. One of the "half day skippers" said over the loud speaker, "Do you have any idea where you are and do you need help?" Yes, I did have an idea of where I was, and he was about 45 minutes late on the offer to help. But the really big clue was that it looked as if I was sailing through a wet golf course.

Anyway, I got to where I thought the finish line ought to be and pulled in the sails. About this time I was figuring that any finish in daylight was a near win. I motored into the cove and joined the others for some good conversation. I think it was about 6 o'clock that someone had the idea to ride the roller coaster at Belmont Park. So seven of us piled into two dinghies and hit the beach at about 7:30. (It takes a while to get some people headed in the right direction.) The water in the bay had a lot of florescent plankton in it and each time an oar touched the water, it would glow green. We did ride the roller coaster. In fact, some us rode it twice. I had to ride it twice to bring my average daily speed up to 6 knots. The conversation, which was nonstop jokes and sea shanties, lasted until 12:30 am., which was about the same time Captain Morgan left. Some time during the conversation I was presented with a matching pair of empty plastic rum bottles for coming in dead last. At 12:30 we set the clocks ahead. I am sure we could have come up with a better plan than that. Daylight sure came quick.

The trip home was uneventful — well almost. I did spend about an hour in a beam sea with 3 knots of wind. Makes me wonder, "why not a Tupperware power boat?"

Did you notice? I didn't tell how far out you have to go to miss the kelp. Fair Winds and Following Seas.



## Wooden Boat Festival

May 6 and 7, 1995  
Open from 10 a.m. to 4 p.m.  
Koehler Kraft Boatyard  
Shelter Island  
San Diego, California

## 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 ad in the next issue. It's that easy!

### — 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.

### — 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.

### — Classic Lines Has Moved —

Classic Lines, Wooden Boat Chandler and Services, has moved from Koehler Boatyard to: 1227 Scott Street, San Diego, CA 92106. Come on by and enjoy browsing through traditional books and merchandise. Let us quote your next project on your boat. Call us at (619) 226-1484