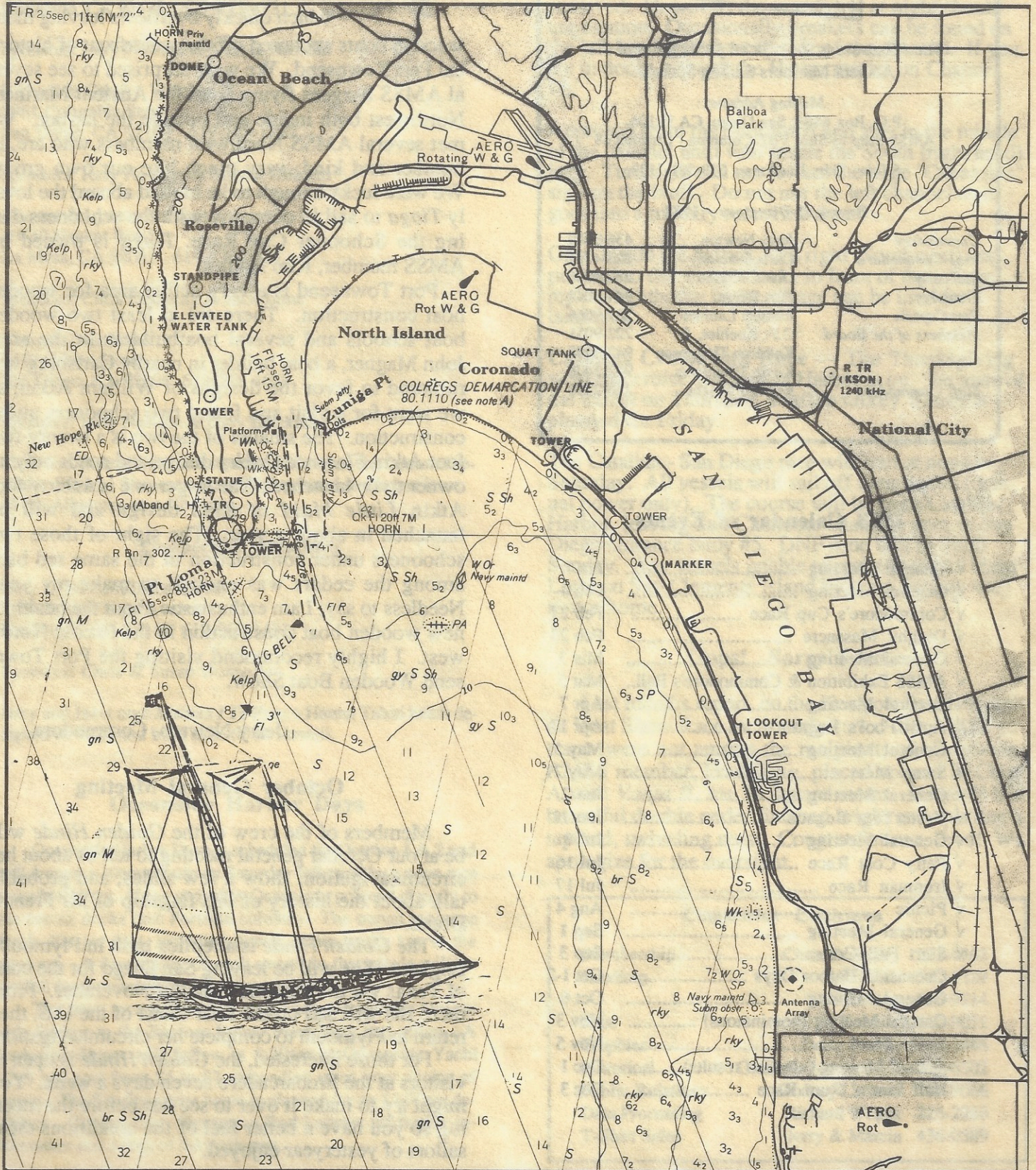
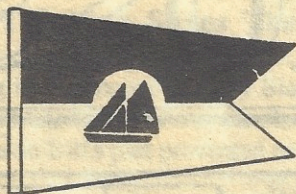


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

OCTOBER 1988





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

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**1988 Calendar of Events**

√ General Meeting .....	Jan 7
√ General Meeting .....	Feb 4
√ Commodore's Cup Race .....	Feb 27
√ Dinghy Massacre .....	Feb 28
√ General Meeting .....	Mar 3
√ AMSS Exhibition & Commodore's Ball..	Mar 5
√ General Meeting .....	Apr 7
√ April Fool's Regatta .....	Apr 17
√ General Meeting .....	May 5
√ Swap Meet .....	May 21
√ General Meeting .....	Jun 2
√ YesterYear Regatta .....	Jun 11
√ General Meeting .....	Jul 7
√ Petty Coat Race .....	Jul 16
√ Ironman Race .....	Jul 17
√ Picnic .....	Aug 4
√ General Meeting .....	Sep 1
√ Start Fall Cruise .....	Sep 3
Oceanside Harbor Days .....	Oct 1-2
General Meeting .....	Oct 6
General Meeting (nominatons) .....	Nov 3
Swap Meet .....	Nov 5
Annual Meeting (election results) .....	Dec 1
Half Pint o' Rum Race .....	Dec 3



FROM THE Helm This fall we travelled to the wooden boat mecca of the West Coast to attend the Port Townsend Wooden Boat Show. The wooden boat festival is held in Pt. Hudson Harbor, which quickly overflows leaving more

wooden boats anchored off the waterfront of historical Port Townsend. We were surprised to see several AMSS burgees flying from the Ancient Mariners Northwest both inside and outside the harbor. We met several AMSS Northwest members who are, in number and kind, very much like our own group. We were lucky enough to be invited aboard the lovely *Tioga* to sail in company with the schooners during the Schooner Cup Race. *Tioga* is owned by AMSS member, Kim Bottles.

Port Townsend is a very active area for wooden boat construction. There are at least two wooden boat schools and several boatbuilders in the area. John Magner, a boat builder in nearby Carlsborg was rumored to favor the designs of William Atkin, so we went for a visit and found two schooners under construction. The smaller of the two is a twenty-two foot Atkin *Florence Oakley* design and needs only an owner to be launched. The larger one is a thirty foot Atkin *Little Maid of Kent* design and will be launched in about a year. The sight of those two schooners under construction in the same red barn among the cedars was enough to make my year. Needless to say, I am enthusiastic about the health of new wooden boat construction in the Pacific Northwest. I highly recommend visiting the Port Townsend Wooden Boat Show.

— Jerry Newton, Commodore

**October General Meeting**

Members of the crew of the *Golden Hinde* will be at our October general meeting to tell us about her circumnavigation, show a few slides, and probably talk about the history of this flagship of Sir Francis Drake.

The *Golden Hinde* is a replica built in Plymouth, England. She will be leaving San Diego for the coast of Texas via the Panama Canal in November. From there she will sail up the East Coast of the U.S. then return to Plymouth to complete her circumnavigation.

For those interested, the *Golden Hinde* is open to visitors at the Embarcadero seven days a week. You might try to make it over to see her before the meeting so you have a better feel of the conditions those sailors of yesteryear enjoyed.

# Welcome Aboard

## New Members

Eugene Loudon  
466 "D" Avenue #C  
Coronado, CA 92118 619-435-4931

Sponsors: Jerry Newton & Marcia Hillmen

Richard & Gerelyn Winchp  
2961 Columbia Street  
San Diego, CA 92103 619-298-1732

Sponsors: Jerry Newton & Marcia Hillmen

Yiannis & Lynnea Yenieni  
10630 Noakes Road  
La Mesa, CA 92041 619-579-0521

Sponsors: Chris Donnelly & Jack Bone

Chris & Dale Frost  
3419 Cañon Street  
San Diego, CA 92106 619-224-4659

Sponsors: Jerry Newton & Gary Blackman

Chris and Dale are the new owners of *Dingus*, the famous lap-strake dinghy. She was mistakenly reported in the last issue of the Albatross as a 40' sloop.

## Prospective Members

Jerry L. McLain/Janet Martin  
1954-B San Diego Avenue  
San Diego, CA 92110 619-260-1431

Sponsors: Chris & Susan Donnelly

Jerry and Janet own *Mahina I Te Pua*, a Hanna Tahiti ketch designed in 1923 and built in 1960 in Hawaii.

## Oceanside Harbor Days

Oceanside Harbor Days is scheduled for October 1 & 2 and will feature a 10am parade on Saturday followed by a noon race outside the bay. Upon arrival in Oceanside proceed directly to the transit docks (see Portside column). The transit moorage fee is 40¢ per foot, including power, water, and a key to the showers. A description of each vessel in the parade will be needed for the announcer Saturday morning.

The noon race will start from a buoy just outside Oceanside Harbor to the Encinas Power Plant buoy and return. A barbeque dinner will follow at 5:30pm at Oceanside Yacht Club and cost from \$5 to \$7, depending upon your choice of entree. The Sunday cruise home is planned for an 11:00am departure. Contact Jerry Newton or Rod Latimer for further information and a map of the dock area.

## PORT SIDE by Rod Latimer

**Oceanside Approaches** — The Oceanside Harbormaster advises the main channel and its approaches were dredged two months ago. The sand bar previously on the Northwest side of the entry has been removed. However, those arriving at night should use caution. Occasionally breakers can be found on the left hand (Northwest) side of the channel. If you are in doubt, contact the Harbormaster on Channel 16.

Approach from the Southwest and stay in the middle of the channel until well inside the South (right hand) jetty. Turn right and run toward the large "Oceanside" sign on the bluff. Do not use the left channel as it goes into a military restricted area.

Once inside the harbor, turn right (Southwest) and proceed to the transit docks in front of the village. A replica lighthouse in the village can be used for a landmark.

**Catalina Cruise and Race** — The Thanksgiving weekend cruise to Catalina Harbor is on. Because of the transit on Thursday, a raftup turkey dinner is planned for Friday.

The Catalina - San Diego race will start at noon on Saturday. All vessels will sail off their hooks (manual power only). The course will be from Catalina Harbor, leaving San Clemente Island to port, to San Diego entrance buoy #5. DNF time will be 1800 Sunday. Any vessels unable to make Pyramid Head Light on San Clemente Island by noon Sunday may motor home.

## Oops! Sorry Fred

Last months report on the Newport Beach Wooden Boat Show Race incorrectly stated that AMSS entrants were not among the recipients of silverware. AMSS member, Fred Gray, placed second in Class A with *Vanja II*, his 30 square meter. *Vanja II* is a beautiful double ender finished bright and sporting a tapered, swiveling mast. Congratulations, Fred! We apologize for the oversight.

## Committee Chairmen

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## Quick Thinking Saves The Day

(The following is an account by Gary Blackman of an accident involving Bill Clark, one of our members. Quick thinking and good habits on Bill's part prevented serious injury.)

Bill Clark and I decided to take our small boats out for a sail on Labor Day. His boat, *Toko*, is new and we wanted to see how it performed relative to *Queequeg*. Marnie Clark was aboard *Toko* with Bill. My wife, Glenda, and my nephew were aboard *Queequeg* with me. We ran out the channel, turned right through the kelp, and sailed to windward up the coast for a while. The wind was blowing ten to twelve knots and the sea was calm.

After thirty minutes on this course, we came around to a broad reach and headed back to Pt. Loma. I was to windward of Bill and about twenty yards behind him. About this time we were being slowly overtaken by an Erikson 39 motorsailing down the coast just outside the kelp. We were broad reaching on port tack and the Erikson was broad reaching on starboard tack. Our course was approximately thirty five degrees higher than his. In this manner we were slowly converging with him as we headed back toward the kelp to round the point.

As the Erikson approached *Queequeg*, I headed up and crossed close by his stern. All was quiet aboard the Erikson and no words were exchanged. As the Erikson approached *Toko*, her skipper muttered something to Bill about his not giving way to *Toko*, since he didn't want to be driven into the kelp. Without responding to the other skipper, Bill simply headed up and crossed close by his stern, as I had done. We continued with *Queequeg* slightly behind and to windward of *Toko* and the Erikson continued on her course, with the distance between the Erikson and us slowly increasing.

When the Erikson was about eighty yards away, things started to happen fast. Suddenly I heard a

fishing reel whirring with a big strike, but I didn't see any fishing boats nearby. A second later I saw a large jig come out of the water over *Toko's* stern, across her deck, and into Bill's back. I then looked at the Erikson and saw her skipper reeling in a fishing line and finally made the connection. The line was across *Toko's* headstay, down her port side, and over Bill's left shoulder to the jig. I yelled for Bill to jibe to put him on a course toward the Erikson to reduce the tension on the line. I then tried to attract the attention of her skipper, but I wasn't successful. In the meantime, Bill had grabbed the fishing line above his shoulder and was trying to get a knife out of his right pants pocket. A few long seconds later he succeeded in cutting the line. As it turned out the jig had caught his shirt without injury to him. I don't think the skipper of the Erikson knew he had hooked up *Toko*, since he never acknowledged our hails. Bill was pretty calm about the whole thing. I wasn't; I thought I was witnessing his murder.

Needless to say, this accident could have been much worse. That jig could have caught any one of us in the neck or head. Luckily, Bill had a knife in his pocket, like all smart sailors should. We had a knife on board, but it was forward in the bottom of a canvas bucket—not smart. That will change.

There must be several lessons in all this. How many of us tow a fishing line when we're sailing along the coast? It's so easy to relax in the cockpit and forget it's even there. We should have paid more attention ourselves in this case, but monofilament line is difficult to see. In the future I'm going to take special care to observe the equipment on the sterns of boats passing close by. It that a radio antenna, or a fishing rod? The answer is important.

Next stop for me is the marine supply store to purchase a quick-opening pocket knife.

— Gary Blackman

