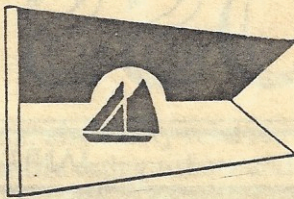


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

JANUARY 1990





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

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AMSS Ship-to-Ship VHF Common - Channel 68

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As we enter the new decade, we are beginning a new era in Ancient Mariners. Hopefully, this decade will see us reach full maturity as a yacht club representing the very best in preserving and encouraging the art form of wooden boats; an art form that is rapidly passing.

Recent yachting industry statistics reflect changes in our nautical world that will have increasing impact on us over the next 10 years. For instance, in 1980, there were 203,500 wooden-hulled vessels registered in the US. Today, only 107,850 remain registered. The total number of vessels sold in 1980 was 345,500 (both sail and power). In 1989, that number has dropped to less than 38,500 nationwide. In 1980, there were over 4,200 boat-yards and boat building shops registered in the US. Today that number has dropped to less than 1,000 nationwide. The number of yards building wooden vessels has dwindled to only a handful, and those producing top quality wooden yachts can be counted on a single hand.

We are entering the decade of worldwide Environmental Action. From now on, our nautical environment will be both a topic, and a target, for every major political group, government agency, and local club. We must learn to deal positively with these problems, and to contribute to their solution through cooperation, communications, and education. As wooden boat owners, we are in the forefront of the environmental battle. If we are to preserve our avocation and our art form, we must be willint to institute positive solutions ourselves, or others will dictate them for us. If we hold back, the solutions may be impossible to achieve. They will surely be both painful and expensive.

Ancient Mariners Sailing Society needs the care and committment of its members to be successful. If we are content merely to survive, a few dedicated individuals can keep the club going. But, if we are to grow in size and stature over the next decade, we will need the help of all of our members. Your efforts will never mean more to the club than those you give over the next year. Every standing committee and every activity needs your support. Won't you please volunteer to help?

Our goals for 1990 are geared to promoting the society and its activities to the membership, and to the public at large to a greater degree than ever before. We are planning more cruising events, expanded pro-

1990 Calendar of Events

General Meeting	Jan 4
General Meeting .	Feb 1
Commodore's Cup Race	Feb 10
Dinghy Massacre	Feb 11
General Meeting	Mar 1
Swap Meet..	TBA
April Fools Regatta	Mar 31
General Meeting .	Apr 5
General Meeting	May 3
YesterYear Regatta	May 5
General Meeting	Jun 7
AMSS Exhibit and Commodore's Ball	TBA
General Meeting (Picnic)	Jul 5
Petticoat Race	Aug 18
Ironman Race	Aug 19
General Meeting	Sep 6
Newport Beach Wooden Boat Show	TBA
General Meeting	Oct 4
General Meeting (nominatons)	Nov 1
Swap Meet	Nov 3
Half Pint O' Rum Race	Dec 1
Annual Meeting (election results)	Dec 6

grams for regattas, and more and better in-the-water boat shows, to make the program more interesting and fun for everyone. We want to encourage every member to join in and participate in all our activities. If you can't get your vessel out for an event, don't hold back. Come along anyway and join in the fun. There will always be room for Ancient Mariners.

Rod Latimer, Vice Commodore
(for Doug Graves, Commodore)

WELCOME ABOARD

New Members

Charles E. and Lael Treat
8740 Via de Viva
Scottsdale, AZ 85258

Sponsors: C.F. Koehler, Jr.

Charles and Lael own "Ticker", a 35' Knutson sloop, designed by Sparkman & Stevens between 1940-46, and built in 1956.

Prospective Members

(Prospective members must appear at a general meeting to introduce themselves and their boat before the board can take action on their application.)

There were no prospective members announced this month.

JANUARY GENERAL MEETING

TAKE NOTE! Beginning with this Jan 4 meeting, our regular general meetings will be held on the first THURSDAY of the month, instead of the first Wednesday, as it was in 1989. For those of you who couldn't remember to change to Wednesday, stop trying. It's Thursdays now for 1990.

On Thursday, Jan 4, our first meeting of 1990, we will be on the lookout for videos of the Rum Race and we will establish committees. If you want to be part of the fun of being on a committee this year, be there, or if you can't be there, contact C.F.Koehler, Jr. at 222-9051, or call any one of the Standing Committee Chairmen listed in this publication.

PORT SIDE

by Jim Sutter

SURVIVAL

Well, if you are reading this, you've survived one more holiday season (unless you receive your Albatross on the "other side"!). Having survived the holidays and looking forward to another year of active, safe sailing, stop a few minutes and give some thought to survival at sea!

Do you have a Man Overboard drill worked out? Have you practiced it? If you sail with your spouse as your only crew, could she or he handle all the steps required to haul your carcass back aboard? You may have read about the recent accident off the Coronados where the only person left aboard a completely operational boat did not even know how to use the VHF to call for help!

Most of us have been sailing for years with no mishaps. But they do happen, always unexpectedly. I recently helped bring an O'Day 30 down from Marina Del Rey. Fortunately, the boat was equipped with a Life Sling system which we had checked out before sailing. A dull mid-watch got very lively when a crew member fell overboard while changing a jib. He was wearing a harness not connected to anything. I was at the helm and had the Life Sling in the water a few seconds after I heard his yell and splash. Two of us had him back aboard in about fifteen minutes. The water-activated light worked. The "handy billy" (hoisting tackle) with the Life Sling was the only tackle on the boat and made it very easy to hoist that 200 pounds out of the water.

I'm not in the product testing business of course, but from first-hand experience, I know Life Sling works.

The message is: (1) Have a system, whatever it is. (2) Make sure it all works, especially the lights. (3) Practice once or twice a year.

Committee Chairmen

Membership	Bill Clark	542-1229
Handicap	Al Hislop	565-9214
Race	C.F. Koehler	222-9051
Trophies	Doug Graves	226-3446
Historical	Gabrielle Martin-Neff	223-6502
Public Relations	Rodney Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Jerry & Marcia	222-1281

Portside (cont.)

On another subject, also safety related, when did you last check all your fire extinguishers and have the low ones recharged? If there is enough interest, we will arrange for a Saturday Morning Test and Recharge Fire Extinguishers - Coffee Party. If you are interested in this, let me know the number and types of extinguishers you have and I'll negotiate a low price based on one of the local services doing a lot of them at one time. You can call me at 481-0102 during the day with the information. Please call before January 19th. If there is enough interest, we'll announce the place, time and costs in the February Albatross.

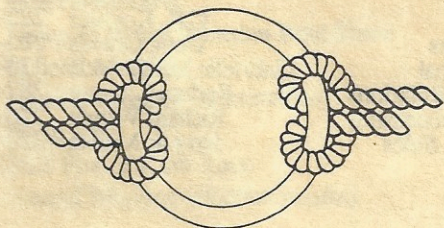
QUICK STOPS FOR FUN AND PROFIT

By Rod Latimer

When was the last time anyone practiced Heaving To? What happens to the vessel trim and control? Can it be accomplished under all sail configurations and weather conditions? Can it be accomplished with a reefed mainsail and large jib?

Each vessel will react differently. Some will Heave To quickly and easily, affording the skipper an important tool in maintaining control, especially when single handed. Other vessels will only Heave To sluggishly, or will be laterally unstable, requiring more attention rather than less. In the latter case, the problem usually lies with the sail configuration rather than the vessel, and can be overcome with study and practice.

Heaving To can be an important lifesaving maneuver in a man-overboard situation and should be practiced and taught to every member of the crew. It is easy to do, it's quick, and it's effective in stopping any sailing vessel and keeping the vessel under control while the crew is occupied with some other duty, like recovering a wet skipper, or cooking up a hot meal.



NAUTICAL NOMENCLATURE

"Cabeening", a word which refers to the delicate art of cleaning the growth off a boat's bottom, while at the same time maintaining forward motion under sail, and which, if not done exactly right, can abruptly put a stop to forward motion of the boat, while at the same time only slightly slowing the forward motion of the crew, beverages, cameras, or other things of value which are not bolted down. For more information on this delicate art, contact Jack Cabeen.



SUB ALMOST SINKS AMSS MEMBER!

On her way to Mission Bay one day in November, with one- to two-mile visibility off Pt. Loma, Ann Merrill noticed a very large sub following her K-38, and uncomfortably closely. As it closed on her, she called on Ch 16, to request permission to turn into Mission Bay, but she got no answer. (She figured they had somebody on the conning tower, right?) Someone else called her on 16 and suggested she try Ch 13. She did, and still no dice. She changed course and the sub did too, still closing on a collision course with her, so she went back to her original course. The sub changed course, and it continued closing on her. Now she panicked and did the only thing she could do: turned on the motor, and turned 180 degrees to get out of its way. Right after she turned on the motor, the sub veered 60 degrees off toward the coast, and passed "uncomfortably" close.

When she got back on shore, she was told the sub did not know she was there because she was sailing, and the only thing that let the sub know she was there was turning on the motor. She said, "It was a very large submarine, and an excitingly close encounter". (Personally, I would have had a lot of laundry to do after that one!) She has since learned that rattling your anchor chains will also warn them of your presence. (Gee, don't you think a giant nuke sub would have better sensing devices, operating so close to shore near such a busy port?)

Good thing she had a motor. But what if she didn't have one, or it wouldn't start, or.....