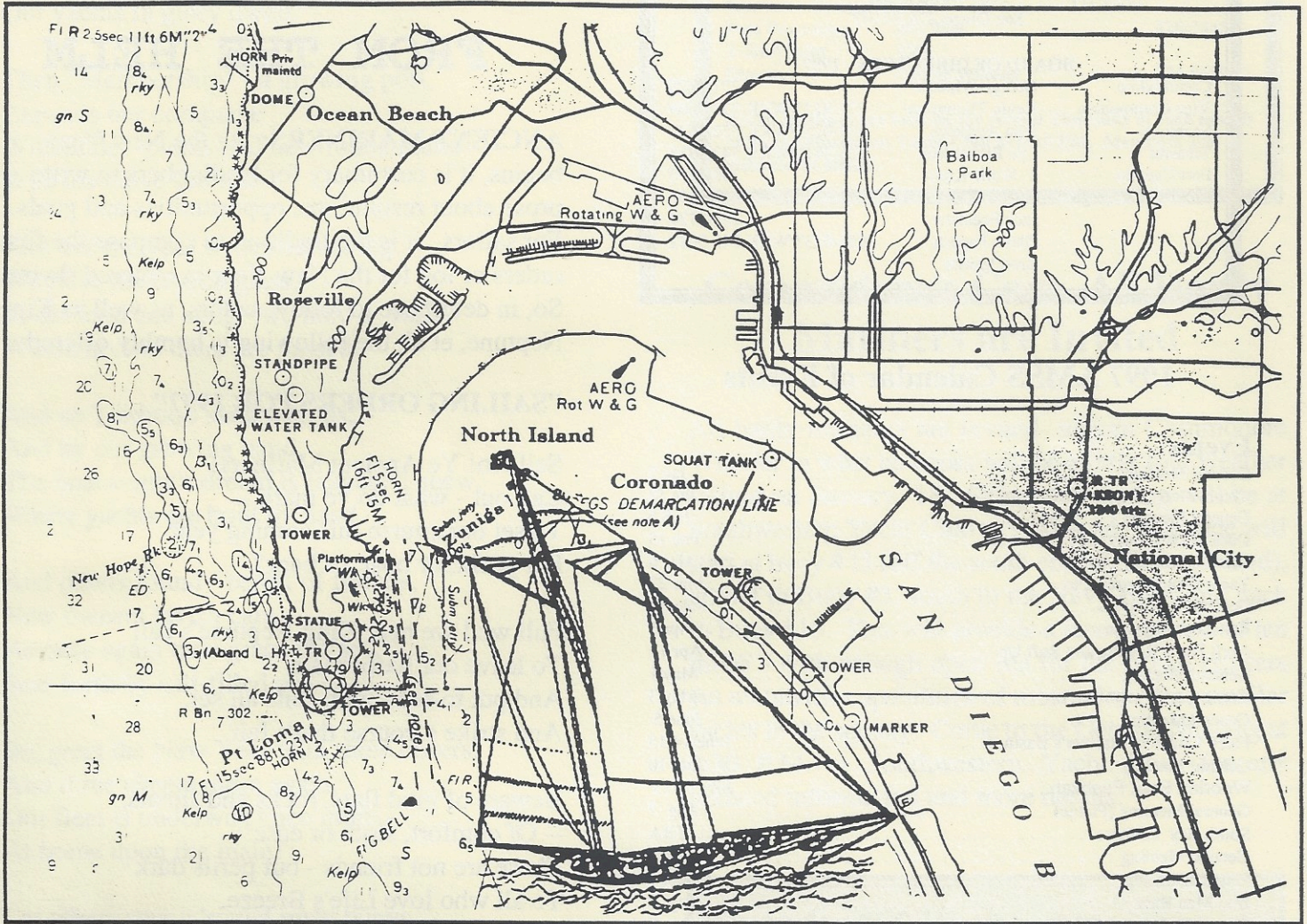


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 23, Number 1

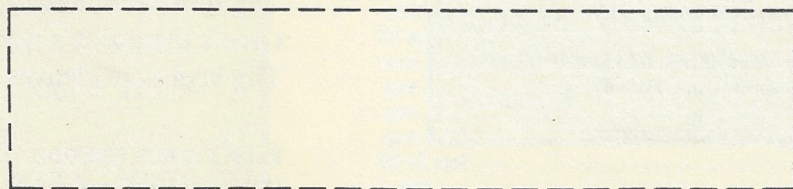
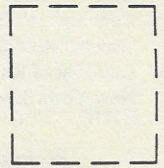
JANUARY 1997



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



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

Mailing Address:
P.O. Box 6484, San Diego, CA 92166
AMSS Ship-to-Ship VHF Common - Channel 68
General Meetings: First Thursday of every month at:
Southwestern Yacht Club, 2702 Qualtrough St., San Diego.

Editor and Publisher
Deb Dominici (619) 688-6961/TRADBW@AOL.COM
3851 Hawk Street
San Diego, CA 92103

BOARD OF DIRECTORS - 1997

Commodore	George Wheeler	271-8629
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	Glenn Parrish	656-0737/WRK:545-5022
	Brett Morris	



FROM THE HELM

ANCIENT MARINERS: As the New Year begins, it is customary for landlubbers to write prose about resolutions, opportunities and goals. For sailors, it is the tradition to compose the first orders or log for the New Year in metered rhyme. So, in deference to fellow sailors, as well as King Neptune, et al, the following is humbly offered:

"SAILING ORDERS FOR 1997"

Sail Ho! Ye Ancient Mariners!
Call out - what do ye mark --
To set our course this coming year
For yacht, or boat, or bark?

Full well we hear King Neptune's call
To leave our harbor lair,
And put to sea - with sails all set,
And strike a course that's fair.

Beware of mud flats, rocks and shoals,
-- Of comfort, sloth or ease!
These are not friends - but perils dark
To all who love Life's Breeze.

So stock thy ship and set the watch.
Cast of all lines - make free!
Backwind the jib, now swing the helm,
And stand us out to sea!

Aloft, thy burgee sweeps the sky,
Thy bow, with white-boned teeth,
Greets the ocean's waves in turn --
Thy keel now cleaves the deep.

First comes the port of "Maintenance",
Where time and skill employ
Deft work to make thy noble craft
The source of Neptune's joy.

1997 AMSS Calendar of Events

Events

General Meeting	Jan 2
Commodores Cup and Raft-up	Jan 18
General Meeting	Feb 6
Dock Survey Party	Feb 15
General Meeting	Mar 6
Yacht Photo Portrait Day	Mar 23
General Meeting	Apr 3
Kettenburg Regatta	Apr 5
April Fools Regatta and Raft Up	Apr 12
General Meeting	May 1
Yesteryear Regatta	May 3
General Meeting	June 5
Fleet Cruise to Mariner's Basin	June 14/15
General Meeting	July 10
Wooden Boat Festival	July 12/13
General Meeting (Picnic)	Aug 7
South Bay Cruise	TBA
General Meeting	Sept 4
Petticoat Race	Sept 7
Iron Man Race	Sept 8
General Meeting (2nd Thurs)	Oct 9
General Meeting	Nov 6
Commodore's Ball	Nov 15
General Meeting (Elections)	Dec 3
Half Pint of Rum Race	Dec 6
New Years' Eve Raft Up - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

Schooner Cup	TBA
ONE MORE TIME REGATTA - A REPEAT (W.H.Y.C.)	TBA
Newport - Ensenada Race	Apr 25
Heritage Regatta (BalboaYC/Newport Hb. Nautical Museum)	June
McNish Classic Yacht Race (Channel Islands Harbor)	Aug
Bishop Rock Race (SDYC)	Aug
Nautical Heritage Society - Long Beach Schooner Race	Aug
W.H.Y.C. vs AMSS	Sept 24-29
S.W.Y.C. Ensenada Race	Oct 4

And next we sight "Regatta's port -
Where seamanship reigns free,
And prizes won are prizes claimed
By those who racers be.

Ahead we hear the siren's call --
The world hears it as well,
As into port - called "Festival"
Our yachts in glory dwell.

Then "Membership" - a growing port,
Expands our companie
With added yachts and new found mates
Who also love the sea.

And 'ere the year writes out its log,
We raise the crystal glass,
Midst food and song - we hold a "Ball"
Where honors there are passed.

And so Tradition sails with us,
And by our growing band,
The boatwright's dream is launched anew,
Where yachts are built by hand.

And others found - bereft of friends,
New owners lavish care,
As once again they grace the sea,
Sent forth by salt-filled air.

So, greet the New Year with three cheers,
And three cheers more again.
Our fleet is underway once more -
At home upon the main!

Let others swing 'round rusty buoys,
-- Asleep with wheezing snores,
We are away this grand New Year,
To gain the distant shores!

George Wheeler, Commodore

NEXT MEETING JANUARY 2,
1997 Topic of January General
Meeting "Setting Our Course for 97"
7:30 P.M.
Southwestern Yacht Club

COMMITTEE CHAIRPERSONS

Membership	Larry Fossum	582-4338
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	222-0865
Cruising	Vern Koespel	297-7973
Program Director	Jim Sutter	481-0102
Trophies	TBA	
Historical	Ed Barr	224-7255
Public Relations	Deb Dominici	688-6961
Bye-Laws	George Wheeler	271-8629
Data Processing	Bill Buel	426-3445
T-Shirt Sales	TBA	
Directory	George Wheeler	271-8629

Board meetings are held on the second Thursday of each month
at the Southwestern Yacht Club at 6:30 PM. Members are
welcome to attend.

Commodore's Cup: All Hardy Mariners are Invited

All hardy mariners are invited to join Commodore Wheeler in what he hopes will be a little foul weather sailing on January 18. Skipper's meeting will be at Southwestern Yacht Club at 9:00 A.M. The race will start at buoy # 15 (off the south end of Shelter Island), go out to Buoy #3, south to the Navy Buoy and back to Buoy #15. This will provide a race in excess of ten miles - with enough open sea for the ocean cruisers yet within the capabilities of most of our fine smaller yachts in the society. Come to the General Meeting at 7:30 P.M. at Southwestern Yacht Club for any updated information and more details.

Dues for 1997 are payable to our Treasurer - LYN RICHARDSON.

The Bylaws indicate that they are due on January 1 and are delinquent on February 1. If you have not yet paid yours, please do so. It helps tremendously to receive AMSS dues as early as possible since the year's budget and most "up-front" expenditures occur in the first ninety days of each new year. Many Thanks!!

THANKS FOR THE PARTY

Whatever I did do or not do this past year is academic. What I did do was to get relieved of my watch in style. Carolyn St. Claire, George Wheeler, and Jim Sutter did an outstanding job of planning and executing the whole affair.

The evening started with Carolyn as Master of Ceremonies making the introductions and getting the affair going. Dinner was prime rib, pasta, salad, potatoes, vegetables with pumpkin pie with caramel sauce for desert.

Lynne Richardson presented me with a plaque honoring my service as Commodore after dinner. I then introduced my staff for the last time and gave them the honorable mention they so richly deserved. The 1996 Board is truly a great group of people whom you should thank for the time, effort, and personal funds they graciously put into making the Ancient Mariners a worthy organization this year.

The ceremonies ended with the introduction of the 1997 Flag Officers and Board of Directors. The Flag Officers were presented with their respective burgees. Lastly, I passed the helm to Commodore Wheeler.

I have joined a very special group of people who are the Staff Commodores of the Ancient Mariners Sailing Society. An honor I am proud of.

The celebration part of the ball started with the Grand March to the music of Riz Brittan and the West Manhattan Orchestra. The music was truly good and was fun to dance to. As the evening progressed Mr. Brittan would dedicate a hit song of the year to a specific boat to commemorate the year it was built. A real nice touch.

The Commodores Ball was truly a gathering of friend to remember the past year and look forward to the new one coming up. I was honored to be a part of it.

I remain
At Your Service
Gregg Potter
Staff Commodore AMSS



The 1997 Board
Sworn In at T



The Commodore

THE BOSUN'S LOCKER

DRY ROT

Dry Rot is a natural decay process caused by the growth of brown Rot, a type of fungus that feeds on the cellulose in wood fiber. Along with severe loss of strength, Dry Rot causes the wood to discolor, crack across the grain, and shrink.

Dry Rot is a misleading term, since wood must be damp for the fungus to exist. In fact four conditions must be present for the fungus to survive. They are:

1. Food - An adequate supply of wood fiber
2. Moisture - Moisture content of the wood at or near the fiber saturation point (above 20%)
3. Oxygen - As in air.
4. Warmth - 76 to 86 degrees F is ideal for rot growth, but it can be active in temperatures as low as 50 degrees F.

The many joints in a wooden boat are potentially ideal environments for Dry Rot. Whenever wood contacts wood, air circulation, and evaporation will be reduced. If a leak occurs, the moisture level of the wood at a joint can easily reach the fiber saturation level and still allow enough oxygen for rot growth.

Now that I have described it, how about one or some or all the members submitting ideas on what to do about it.

Gregg Potter

AMSS Wooden Boat Inventory Form

If you have not yet filled out the new AMSS Wooden Boat Inventory Forms, you are encouraged to do so. BILL BUEL is producing a magnificent new database in which will greatly expand and streamline our boat information. Forms will be available at the January Meeting or by contacting BILL BUEL or any member of the Board of Directors.



ard of Directors are
he Commodore's Ball



e's Ball December 5, 1996

REVELEE - Sails into 23rd year with AMSS!

Of all the magnificent yachts in the Ancient Mariners fleet, few, if any, can match Larry and Lee Fossum's REVELEE for shiplike design, outstanding cruising characteristics and a great sailing history. Add to that over 22 years of faithful membership and its easy to see why the AMSS family takes such pride in this classic Angleman Gaff-Ketch and her illustrious owners - Larry and Lee Fossum. Here's their story--

In 1938, San Diego, like the rest of the country was still in the grip of the Great Depression. It wasn't the best time for eighteen year old Larry to come out of Hoover High School and enter the work force. Still, he had a keen mind and a natural talent for craftsmanship and design. The trouble was that no one was hiring. He improved his chances by going to trade school in Los Angeles. Then, after nearly a year of applying for work, he landed a job with Douglas Aircraft. Next, came World War II. He did his service in the Army and then returned to San Diego to take a job at Convair. Times were improving.

For housing (as well as recreation) Larry - still a bachelor - hit on the novel idea of buying a yacht. His choice was a salty John Hanna 28' Ketch which he commissioned WIND TRYST. He liked her so well that he lived aboard her at Coronado Yacht Club from 1946 to 1951. He also liked other nice things and that's when Lee came into his life. They married and spent their first year on WIND TRYST before buying their home in the College area.

After Larry started his 32-year career with Rohr in aeronautical tooling design and production, he seriously began thinking about building a yacht himself -- something

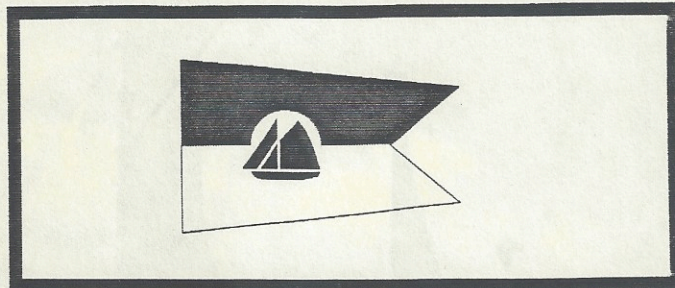
like the John Hanna design but perhaps faster, larger and more comfortable. After pouring over numerous plans, he settled on a 32' gaff-rigged ketch - designed by Hugh Angleman. He decided to build it in his back yard on a special lofting pad.

In 1964, he purchased the plans which called for a beautifully designed 9-ton little ship that was 30' 9" on deck with a 26' 8" waterline, 11' 3 1/2" beam, a 4' 5" draft and an overall length of 40'. Lines were laid down and templates fabricated.

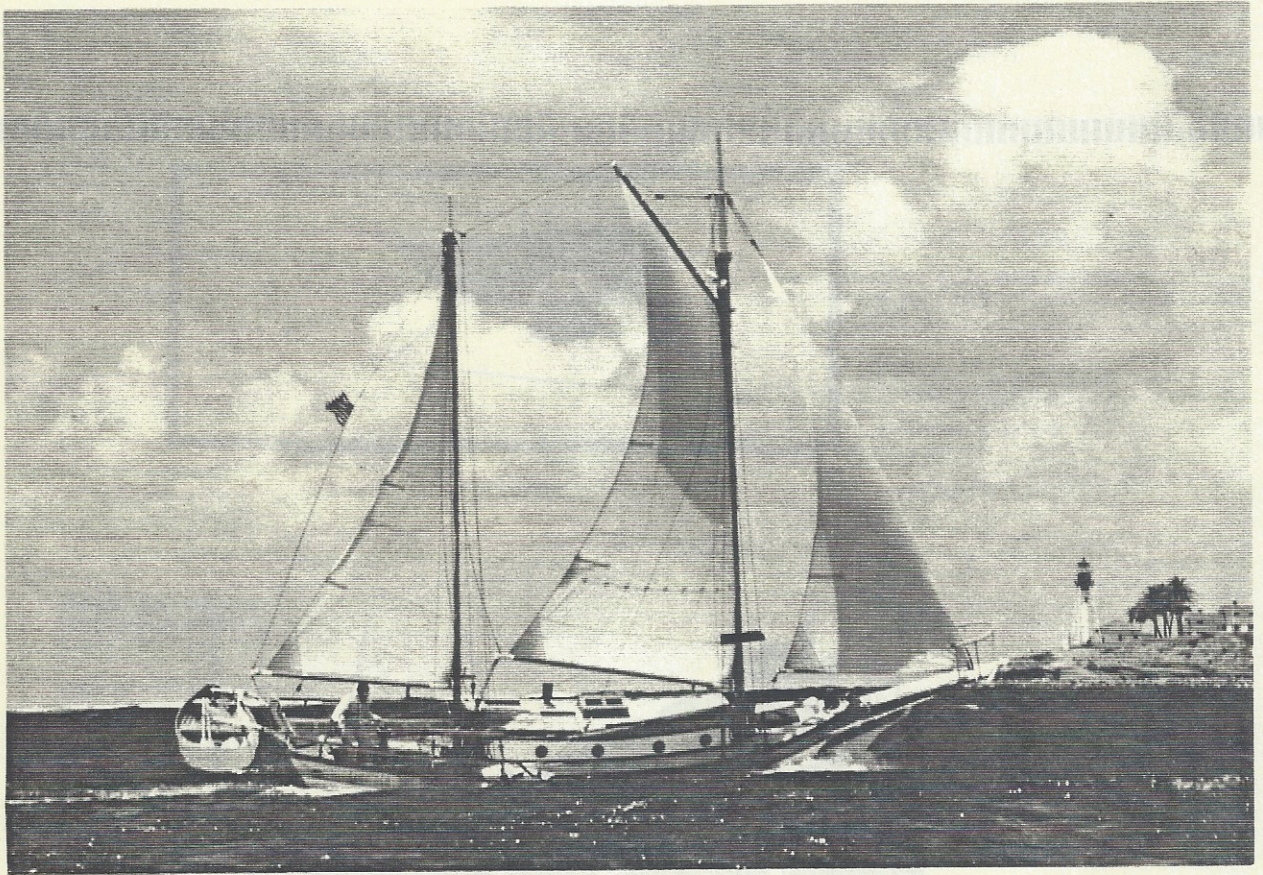
Larry demonstrated the skill of a master shipwright - taking great care to build her with the finest materials. He planked REVELEE with dark red Philippine Mahogany (Tanguila) over double flitch hand-sawn frames of Apitong that he personally selected at Frost Lumber and West Lumber. The hull was then bronze fastened throughout and caulked by one of the last of San Diego's professional ship caulkers - who came out of retirement at 75 to do the work.

By December 1970, all major work was completed and REVELEE was ready to be taken to her launch site. Excited local newsmen, photographers and TV cameras converged at Fossum's home at 4635 Alamo Street to report the event locally and over the wire service. When all was ready, the signal was given. The awestruck crowd gasped as a new 100' tele-scoping hydraulic crane from Ennis Steel lifted REVELEE (and six years of intense labor) 40 feet over the house and onto the San Diego Boat Movers trailer. It went perfectly. At the Kettenburg yard, masts were stepped and the 504 sq. ft. of sails made by Bill Henderson and the rigging were installed. Finally, on New Year's eve, December 31, REVELEE was launched with much celebration and good cheer.

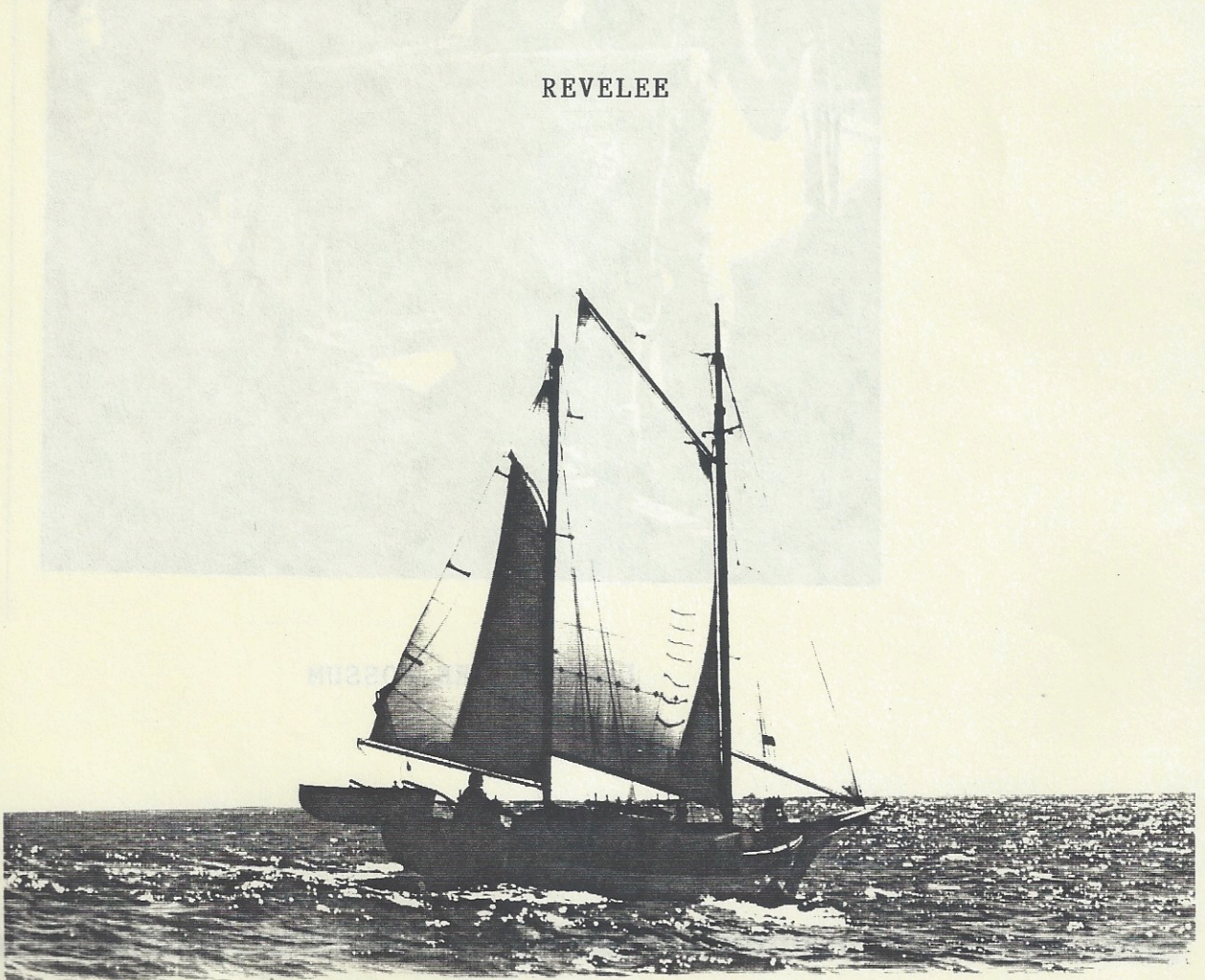
Larry and Lee soon completed outfitting REVELEE and then took her to a fine, new permanent slip at the "100" dock of Harbor Island West Marina. In fact, today they still



LARRY & LEE FOSSUM



REVELEE





have that same slip and are not only the longest continuous tenants but are the only ones who have ever been offered a special "reserved" parking space there.

From the outset, REVELEE enjoyed the ideal life of a classic yacht. Her decks and salon were the site of many jovial gatherings. In 1974, she was brought into Ancient Mariners as a charter (Plankowner) member. Her maintenance was regular and thorough.

Over the years, REVELEE has held the record as the most active yacht in our society. She's also the one that has logged the most ocean miles - in all kinds of weather. This includes the 60-mile bank, Guadeloupe Island, Long Beach, six trips to Todos Santos/Ensenada, dozens of trips to Catalina, even more around the Coronados and over 100 Ancient Mariner regattas.

She's has also known storms and perils. In 1972, she was caught in a winter gale while moored to a buoy in Avalon harbor. There, 15 foot seas and 40 knot winds snapped the buoy's 1" line 17 feet below the surface and pushed her towards the rocks. Fortunately, Larry was able to break free and get her underway. Passengers urged him to grab another buoy but he knew that the greatest safety for stout REVELEE was in the open sea. In the storm with 20 foot seas, Lee proved her sailor's mettle by keeping all gear secured below with steel confidence. It took over 33 hours to claw back to San Diego but proved beyond a doubt that REVELEE was a great sea yacht - owned and sailed by very capable mariners.

REVELEE is also one of the most photographed Angleman yachts in California. KYXY (FM96) used her picture with the caption "Bright and Beautiful Music" in large display ads. The Log used her photo for three years as the front page of the "Boat Buyer Guide". No one can say she hasn't done her part to promote the timeless appeal of wooden yachts.

Even today, Larry and Lee keep REVELEE beautiful and fully operational. This past month she did her part in the 1/2 Pint Rum Race. I was honored to be a guest crewman and was amazed at how well she sails -- like a natural ship. It is fantastic to see her deftly sailed with running rigging moved without winches and cam cleats - all by hand using traditional blocks, pin-rails and running backstays. And even if her rig sacrifices an advantage of about 10 degrees to windward, she is a fabulous sea boat -- or ship! When she catches over 8 knots on a reach or better, she is in her element. It is small wonder that Driscolls chose this same superb Angleman design for a yacht that would take them around the world.

We - Ancient Mariners hold Larry and Lee Fossum in high esteem for all the grand years they have given to the society with REVELEE. Now, as she sails into her 23rd year, we heartily raise our glass and toast REVELEE - - as a special salute to them! May the years ahead continue your grand tradition. You have proved the success of all that Hugh Angleman could have wished.

GPW



1996 Half Pint of Rum Regatta

December 7, 1996

BY DOUG JONES

For this year's race, the conditions were ideal for those big boats with lots of water line. The day started out with very little wind (which lulled me into hanking on my 180% jib on but swapped it for the 150% jib 10 minutes after starting), but built up to about 18 knots. Both fleets were pretty tight, all boats finishing within 20 minutes of the leaders in each class.

The real horse race was between PACIFICA and ANDALE. PACIFICA had a slow start (we had to back the mizzen to get her to fall off on the starboard tack to keep from sailing into the beach) and ANDALE snuck under her lee. From then on PACIFICA chased ANDALE up the Bay gaining one or two boat lengths on each tack. PACIFICA was right on ANDALE's transom when the two got up off the beach on Shelter Island, ANDALE dropped her rower off just a little ahead of PACIFICA's and it was a sprint to the beach and who can drink a mug of rum faster? Chris off ANDALE got his mug under the tap first with Jim from PACIFICA trying to get around him (should have called for "room at the tap"). When the cups were down ANDALE beat out PACIFICA for second place only by ten seconds. Sally had walked away with first by three and half minutes.

Fun was had by all. It would have been more fun with more boats though.

PLACE	BOAT	OWNER	Distance: 7.6		Start time: 12:39:00	
			Handicap	Finish Time	Corr. Time	
RACING CLASS						
1	SALLY	C.F. Koehler	78	13:55:28		13:55:28
2	ANDALE	D. Smith	120	14:04:26		13:59:07
3	PACIFICA	D. Jones	120	14:04:36		13:59:17
4	FREEDOM	D. Watson	145	14:14:12		14:05:43
5	WHISPER	L. Rae	200	14:24:14		14:08:47

CRUSING CLASS

1	MAID OF KENT	J. Newton	425	15:24:20		14:40:23
2	MALABAR STAR	V. Koepsel	220	14:58:30		14:40:31
3	NORTH STAR	G. Potter	310	15:23:13		14:53:50
4	REVELEE	L. Fossum	520	15:52:00		14:56:01
