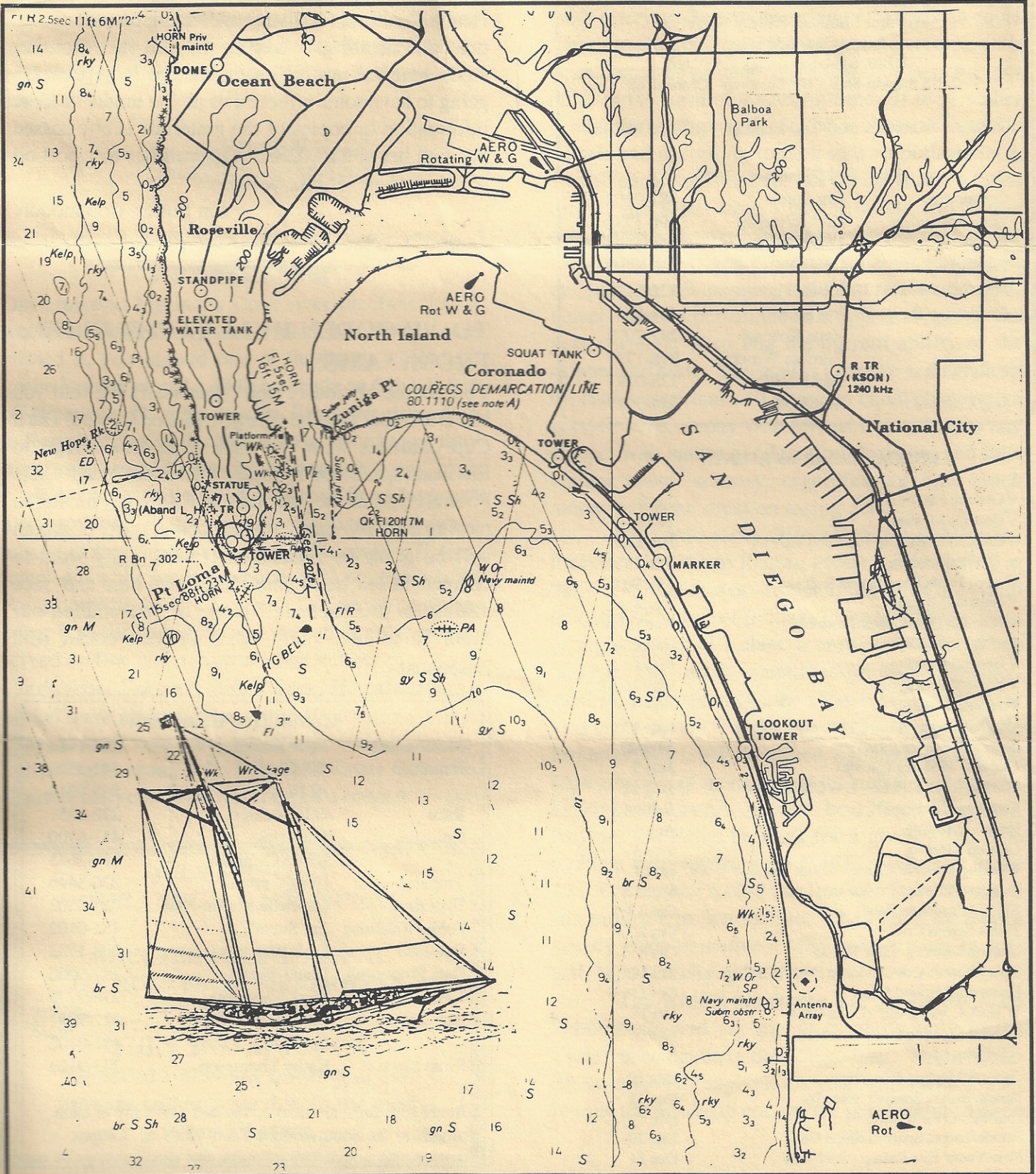


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

JULY 1992





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

Editors Diana Watson/Rod Latimer (619)287-9066

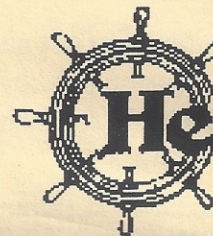
Board of Directors - 1992

Commodore	Jim Sutter	481-0102
Vice Commodore	Dick Winchip	298-1732
Secretary	Leslie Benton	226-1484
Treasurer	Diana Watson	573-8289
Port Captain	Kevin Thompson	222-9123
Members of the Board	Jon Bates	421-6700
	Vern Koepsel	297-7973
	Gerelyn Winchip	298-1732
	Dawn Miller	225-0297
Staff Commodore	Ann Kolls	569-5277

1992 CALENDAR OF EVENTS

√ General Meeting	Jan 2
√ General Meeting	Feb 6
√ Commodore's Cup Race and Raft Up	Feb 22,23
√ General Meeting	Mar 12
√ April Fools Regatta and Raft Up	Mar 28, 2
√ General Meeting	Apr 2
√ Wooden Boat Center Festival	Apr 11, 12
Spring Swap Meet	Cancelled
√ General Meeting	May 7
√ Yesteryear Regatta	May 16, 17
√ General Meeting	June 4
√ Roller Coaster Cruise - Mission Bay	June 13
Jack and Jill Regatta	June 27
General Meeting (picnic)	July 2
Gorilla Rock Cruise - Los Coronados	July 11
Catalina Cruise	July 24
General Meeting	Aug 6
General Meeting	Sept 3
Working Person's Cruise - South Bay	Sept 4
Petticoat & Iron Man Races	Sept 12, 13
SWYC Ensenada Race	Oct 2,3,4
Todos Santos Cruise	Oct 2,3,4
General Meeting (2nd Thurs)	Oct 8
Boat Show & Commodore's Ball CCYC	Oct 10
Homeward Bound Race	Oct 11
W.H.O.A. vs AMSS (Dana Cup)	Oct 17
General Meeting (Nominations)	Nov 5
Fall Swap Meet	Nov 14
General Meeting (Elections)	Dec 10
Parade/Escort Spanish Ships In	Dec 11
Half Pint O'Rum Race	Dec 12
Parade/Escort Spanish Ships Out	Dec 20
New Years' Eve Raftup - La Playa	Dec 31

From the Helm



A "thank you" to Libby Lucas from the Environmental Health Coalition for a very interesting presentation at our June meeting. Whether we like it or not, the environmental protection movement is here and is going to have some effect on us all the time. For more information or copies of the materials Libby passed out, call her at 235-0283. Also call her to report oil spills or whatever else you see.

Jim Sutter, Commodore

TO: WOODEN HULL YACHT CLUB FROM: AMSS

You people obviously don't hear well! We told you last December that the date you picked for your Dana Cup conflicts with our race from San Diego to Ensenada sponsored by the Southwestern Yacht Club. Possibly you chose your date to insure not having to race against too many AMSS boats, most of whom will be going to Ensenada. If you really want to compete at sea, send your fleet down here and race against us to Ensenada!! None of you entered our Maui Race last year. Possibly you could find Ensenada!

Committee Chairmen

Membership	Peter Benton	226-1484
Handicap	Bill Clark	542-1229
	Al Hislop	565-9214
	C.F. Koehler	222-9051
Race	Jon Bates	421-6700
Cruising	Krista Champion	435-3643
	Doug Graves	226-3446
Trophies	Gabrielle Martin-Neff	223-6502
Historical	Jim Sutter	481-0102
Public Relations	Dick Winchip	298-1732
Bye-laws	Diana Watson	287-9066
Data Processing	Mark Szczecina	238-9770
T-Shirt Sales	C.F. Koehler	222-9051
Directory	Jim Sutter	481-0102
	Kathy Thompson	223-9123
Swap Meets		

Board meetings are held on the last Thursday of each month, at the Southwestern Yacht Club at 7.30pm.

AMSS OFFICE STORAGE FACILITY

Buried in your garage, lockers, closets, or bilges somewhere are racing flags, burgee, trophies, files, photos, etc. By June 27, we will have a large 8'x8'x10' high security storage area for club use. Please take some time, collect any AMSS gear you have, and call Jim Sutter (481-0102) or Peter Benton (226-1484) to arrange for storage. This facility is at Sun Harbor Marina. We are about to spend several hundred dollars to replace missing equipment. Please find what you can and call.



Leslie Benton Wins Roller Coaster Cruise Fishing Contest

Our cruise to Mariner's Cove over the June 13-14 weekend was a lot of fun for all participants. If you missed it, you missed one of the better weekends. Leslie Benton caught a 40 lb baracuda on 6 lb test line off *Bluewater II* on the way up. Jim Sutter showed up in *Ranger* with a 65 lb catfish. He produced some tasty cajun marinated fillets and proclaimed that any Texan could know that fillets that size came from "at least" a 65 pounder. Sutter was disqualified in disgrace when Leading Seaman Clancy of *Bluewater II* "ferreted" out white wrapping paper with price tags from Point Loma seafood!! Leslie did a fine job of barbecuing both the barracuda and the catfish (plus steaks) served on fine china. She is a real winner.

Crews from *Sceptre*, *Wind Rose*, *Honalee* (via an M-16) were aboard *Bluewater II* at various times. Diana's sushi was great and Rod's stories were enlightening as usual. John Bates and Krista Campion, Cruise Chairpersons, even arranged a concert for us!!

PHILOSOPHY OF AMSS RACE HANDICAPPING

by Jerry Newton and Al Hislop

The goal of handicapping Ancient Mariner vessels has been to encourage the maximum participation in the Yesteryear Regatta by giving all racers an equal chance at the trophies. In a staggered start race, each vessel receives its handicap allowance (seconds per mile) in the form of a starting time. If the weather conditions are "normal" (8-12 Kts Westerly) and the vessels sail according to their known performance, then all participants will (in theory) arrive at the finish line at the same time. Much to the finish line committee's dismay, this nearly happened in the early 1980's. Given this goal, a handicap must be assigned to each member yacht that reflects the individual vessel's performance at this time, given the gear currently used and the current ability of the skipper and crew. The goal is to arrive at a handicap for each vessel that will allow an equal chance at a good finish on a day with favorable weather for any skipper who makes good tactical decisions and sails his/her vessel smartly, regardless of how much money has been spent on racing gear.

This philosophy differs from the PHRF (Performance Handicap Racing Fleet) handicapping in that PHRF handicaps are determined for the speed potential of a class of (initially) identical boats. With enough vessels in a class, a performance handicap range for the class is established for each geographical area. Unfortunately, the class is not identical for long and will vary from "truly stock" vessels to those that have been highly modified, lightened or have had huge amounts of money spent on high tech gear. The PHRF handicaps also prove to be difficult to adjust if they are not found to work for a given boat. The problem with applying the PHRF philosophy to the AMSS is that the AMSS has few identical class boats and most are in fact unique. The PHRF handicaps usually given to unique AMSS vessels have, in general, been initially quite incorrect.

The AMSS handicaps use an approximate PHRF scale and are meant to apply only to the Yesteryear Regatta in San Diego Bay. These handicaps are used throughout the year with variable success as the handicap committee is reluctant to issue

JULY MEETING
THE ANNUAL AMSS PICNIC
AT
SHELTER ISLAND BEACH
(ACROSS FROM SILVERGATE
YACHT CLUB)



JULY 2ND AT 7:30 PM

Included will be the burning of old
burgees and an award from the most
tattered burgee.

HANDICAPPING(CONT)

handicaps for each type of race course we sail. The handicaps are a mixture of (approx.) 50% windward and leeward performance and 50% reaching performance, the proportions found in the Yesteryear Regatta with typical westerly winds. The cruising class yachts are the most challenging to handicap as the upwind and downwind performance can vary substantially. For instance, an extreme example is the 30 ft. schooner *Maid of Kent* which has a reaching performance of an H-28 (say a 300 handicap) but her windard and leeward performance is miserable, say 550 sec/mi. This combines to give a handicap of 425 for a typical Yesteryear Regatta. However, if we get a southerly wind blowing into the bay, the windward and leeward portion of the Yesteryear Regatta is much greater than normal. In this condition, the amount of windward work has increased from the short leg up Harbor Island to the entire distance out to buoy 5. On this day, *Maid of Kent* will not be competitive with a 425 handicap. In unidirectional races such as the Half Pint O' Rum Race this problem becomes exaggerated. If we have a light westerly wind, making the race entirely upwind, the vessels with good upwind performance such as the Clark pocket rockets, *Honalee* and the H-28's will finish well. If you have a 25 kt Santa Ana wind, making that race downwind, the gaffers and schooners with large handicaps are heavily favored.

The handicaps are reviewed every year prior to the Yesteryear Regatta, with the Yesteryear Regattas' results given the most weight due to the problems with unidirectional races just mentioned. The finishes are not viewed by the place of finish, but rather by the time off the lead boat. Small corrected time differences between boats within a class are expected from differences in tactical and sail handling decisions made by the individual crews on a particular day. If a vessel consistently shows corrected time differences that are larger than the average for a given class, a handicapping change is clearly needed.

The major weakness of this handicapping system is that it requires prior knowledge of performance to issue a correct handicap. It is clear that for new members and out of town guests, for which we have no prior performance data, the committee must make an educated guess (let's call it a provisional handicap)

based on similar vessels and try to adjust that provisional handicap as quickly as possible to something in line with the rest of the fleet. This process can take 1-2 years depending on the number of races the individual enters. The most problematic racer is one unknown to the race committee who shows up at the Yesteryear Regatta skippers' meeting with a (late) application, a check, and no photo of the boat and wants a handicap to go racing. This type of entrant should not be allowed to race, but we have in fact never turned away any vessel who was qualified to enter the Yesteryear Regatta. Unfortunately, we have made some embarrassing errors in handicaps for these racers, but the same mistakes were not made again.

To keep this yearly updated performance handicap current, any factor that significantly changes a vessel's performance should change the handicap. This can include a new skipper, a new set of sails, a different prop, or a change in ballast. Some of the more complex rigs such as the schooners and gaffers have a longer learning curve for a new owner and crew. It takes considerable time to learn how to make these rigs perform well and a handicap can change significantly as the skill level of a new skipper increases. The final check that a handicap is reasonable comes from feedback (preferably in writing) from the flag members, especially if there seems to be a problem the handicap committee has overlooked.

