

September 1999

Volume 26; Issue 8

# ALBATROSS

## CLASSIC BOAT SHOW A ROUSING SUCCESS

Lead by the 1904 Fife Steam Yacht *Medea* from the San Diego Maritime Museum, the 10<sup>th</sup> Annual Classic Boat Show, held on August 14-15, drew over 1,200 interested visitors to view 35 large and small vessels representing some of the best classic yachts in San Diego. Excellent participation by members of San Diego Yacht Club and the Small Boat Messabout Society, made the show a great success. Also this year, nearly 25 vendors representing various companies along the San Diego waterfront lined the walks, selling their wares and making good contacts for future business.

No doubt that the biggest (no pun intended) draw of the show was the

*Medea*. San Diego Maritime Museum Director, Ray Ashley, personally made arrangements for the 136 foot beauty to be sailed around to the show and opened throughout the weekend for a mob of visitors (many of whom were AMSS members). One of the other big drawing cards was the bay cruises provided by two steam launches, and for the kids, rides in the electric mini-tug.

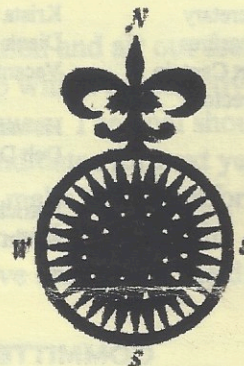
Nautical music this year was again provided by the Jack Straws Band, and excellent news coverage was provided by both Channel 8 and 10 film crews.

Dinner Saturday night was very well

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## CELEBRATION AS NERISSA IS RELAUNCHED

Sunday, August 8, was a red letter day for our Staff Commodore Jim Sutter as he officiated at the relauching of his beautiful Alden yawl, *Nerissa*, in the Koehler Boat Yard. He celebrated the event by sponsoring a great party for boatyard residents and friends. *Nerissa* had just completed an eight month major rebuild of her hull and

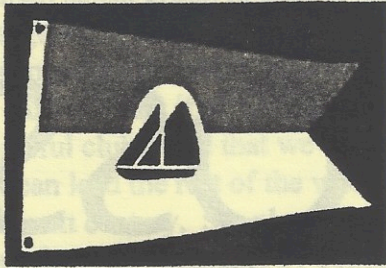
internal structure by C.F. Koehler and Mike Williams. Jim very graciously recognized the two Boatwrights by presenting them both with parting gifts of thanks for their hard work. We are encouraging Jim to write an article for the next Albatross detailing all the work performed and some of the prob-

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**Next Meeting:-  
Sept. 2 1999.  
7:30pm, SWYC.**  
A professional video of the Tall Ship Parade will be presented



## ANCIENT MARINERS SAILING SOCIETY



The Albatross is the official publication of  
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Commodore	Doug Jones	294-2244/ BT:523-0675
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Treasurer	Diana Watson	226-0478
Port Captain	Vacant	
Directors:		
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	Patrick Langley	787-1181
	Kevin Thompson	222-9123/ WRK:222-2669

### COMMITTEE CHAIRPERSONS

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	Thompson	222-9123
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	Jerry Newton	222-1281
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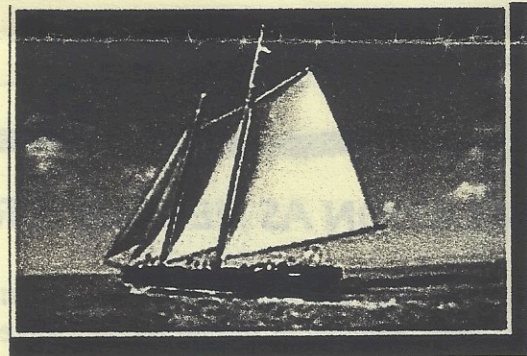
Board meetings are held on the first Tuesday after the Thursday Regular Meeting of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.

### AMSS EVENTS

✓ General Meeting.....	Jan 7
✓ Commodores Cup and Raft-up.....	Jan 30
✓ General Meeting.....	Feb 4
Jack and Jill (CANCELLED !!).....	Feb 13
✓ General Meeting.....	Mar 4
✓ General Meeting.....	Apr 1
✓ April Fools Regatta and Raft Up.....	Apr 3
✓ General Meeting.....	May 6
✓ Yesteryear Regatta.....	May 8
✓ General Meeting.....	June 3
✓ Kettenburg Regatta.....	June 13
✓ General Meeting.....	July 1
Catalina Cruise.....	TBA
✓ Classic (Wooden) Boat Festival.....	Aug 14/15
✓ General Meeting (Picnic).....	Aug 5
General Meeting.....	Sept 2
Ironman/Petticoat Race.....	Sept 18
General Meeting (NOMINATIONS).....	Oct 7
General Meeting.....	Nov 4
Commodore's Ball.....	Nov 13
General Meeting (ELECTIONS).....	Dec 2
Half Pint of Rum Race.....	Dec 4
New Millenium Eve Raft Up - La Playa.....	Dec 31

### OTHER ORGANIZATIONS' EVENTS

✓ American Schooner Cup.....	March 20/21
✓ Wild Goose Chase, San Pedro to Newport (WHYC).....	April
✓ Heritage Regatta/Show.....	Apr 18
✓ Newport - Ensenada Race.....	Apr 23
✓ Luders Invitational.....	May 15
✓ Master Mariner's Race.....	May 22
✓ Eric Erickson Oil Island Race (WHYC).....	May 29
✓ McNish Classic Yacht Race (Channel Islands Harbor).....	Aug 7
✓ Giant Messabout (Scuzbums).....	Aug 18-22
✓ Bishop Rock Race (SDYC).....	Aug 20-22
Nautical Heritage Society - Long Beach Schooner Race.....	TBA
W.H.Y.C. vs AMSS.....	TBA
S.W.Y.C. Ensenada Race.....	Oct 1



WE ARE ON THE WEB AT WWW.  
SDSAILING.COM/AMSS.HTM



## Classic Boat Show

(Continued from page 1)

attended and enjoyed by the owners and crews. Thanks goes out to Vice Commodore Steve Caouette, Jack Sutphen, Ed Barr, Randy Ames of the SCUZBUMS, and Vice Commodore Kevin Thompson and his lovely bride, Maggie, for producing another excellent and successful show.

## Nerissa Relaunch

(Continued from page 1)

lems and difficulties he encountered in this major restoration. Jim will be busy over the next several months reinstalling the interior and making her fully operational, but at least *Nerissa* is afloat, which makes Jim one of the happiest and proudest skippers in San Diego.

In the usual contest to guess the new waterline of *Nerissa*, all the competitors came up short by more than two inches. Without her interior, she is very light indeed, and no doubt she will be very fast on the race course. Congratulations, Jim! Great job well done!

## SHALLOW THINKING

Despite dredging in many areas of the bay, there are still several places which are navigation hazards for our fleet which you need to be aware, especially if your vessel draws in excess of four feet.

San Diego Bay entrance has several navigation hazards. The area on a line between Buoy 14 and Ballast Point, and the area West of the daymark in the same location is shoaling to a depth of less than six feet. *Freedom* has found the bottom to be generally soft sand and mud. Directly East of that area, East of Buoy 13, the water is also shoaling to less than six feet, particularly near the beginning of Zuniga

## Board of Director Candidates

At October's General Meeting, the membership will be asked to volunteer and/or nominate the slate of candidates for next year's Board of Directors, including five officers; Commodore, Vice Commodore, Treasurer, Secretary, and Port Captain, and three Directors (total of eight).

There has been a great deal of discussion among the members as to the make up of the Board for next year. Several suggestions have been made, some even helpful.

A number of people have failed to renew their membership because of their concerns about the future of the club. Still others have dropped out of actively supporting and participating in the club activities because of personal issues, and a few have resigned. Several members have called for various actions to halt this slide in member support. However, to do anything about the situation takes the participation of ALL the members.

We need to discuss the situation and air our feelings and, hopefully, come up with a constructive approach to resolving the issues. The goal should be to establish a plank of candidates for next year that all can agree would, (a) make them comfortable with the club leadership and, (b) commit themselves to making positive changes in the di-

## NEW MEMBERSHIP APPLICATIONS

Robert J. Descesari and his wife, Susan, have applied for Flag Membership for their 26 ft Thunderbird cutter, *Takoa*. The Thunderbird was designed by Ben Seaborn in the mid 50's and *Takoa* was built by Bob Johnson in 1961 in San Diego. Mr. Johnson raced her throughout the 60's, winning the Thunderbird World Championship in her in 1964. She is also the undefeated champion of the SGYC Termite Triangle Race, sponsored each year by SGYC. She is moored at Silvergate Yacht Club.



## Board of Directors

rection of the club. Please plan to attend. Bring your notes, ideas, and be prepared to make positive suggestions for solutions. And remember, no one person, or small select group of people can make a positive change in the club. It takes ALL of us. And it takes some commitment from each person to support the club to make it successful. We want and need a successful club. One that we can be proud of, and one that can lead the rest of the wooden hull fleet into the next century. So, please support your club and your favorite candidate by coming to the October General Meeting and making your feelings known.

## SHALLOWS

(Continued from page 3)

Point. This area has the additional hazard of being on a lee shore most of the time, and should be avoided.

Shelter Island has two hazardous navigation areas, one at each end. At the entrance to La Playa Cove, there is a shoal which extends beyond the daymark and warning sign eastward to a line which approximates an extended shoreline of Shelter Island. This area, known as *Andale* Shoal, is hard sand with a cover of about six inches of mud. At the North end of Shelter Island, the waters Southwest of the green

## Shallows (continued)

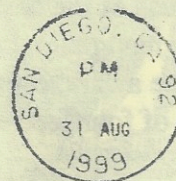
entrance buoy to America Cup Harbor, extending into the mooring area to the south. *Freedom* has found the bottom to be generally soft sand and mud.

At Harbor Island, just off the stern of the Ruben E. Lee, is an area of hard sand at a depth of four feet at low tide. This area, known as *Bloodhound* Reef, extends to the end of the sea wall at the entrance to the East Harbor Island dock area.

On the Coronado side of the Bay, just ten feet south east of the green entrance buoy to Glorietta Bay and near the Coronado Bridge, the water is extremely shallow. These shallows extend east and south for several hundred yards. Also, because of the boat wakes and wind, the area is rough on our yachts. This area should be avoided. So many vessels have gone aground here that we have been unable to give it a proper name.

Between Harbor Channel Buoy 16A and the north shore of Coronado Island, in the area west of the Coronado Bay Ferry dock and east of the Carrier Docks, is another hazardous navigation area that has been confirmed by the Schooner *Maid of Kent*. This area is particularly treacherous because of the combination of heavy wakes of passing boats and an abundance of river rocks embedded in the hard sand in the area. The area shallows very quickly without warning and there is little time to turn away.

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Comanche