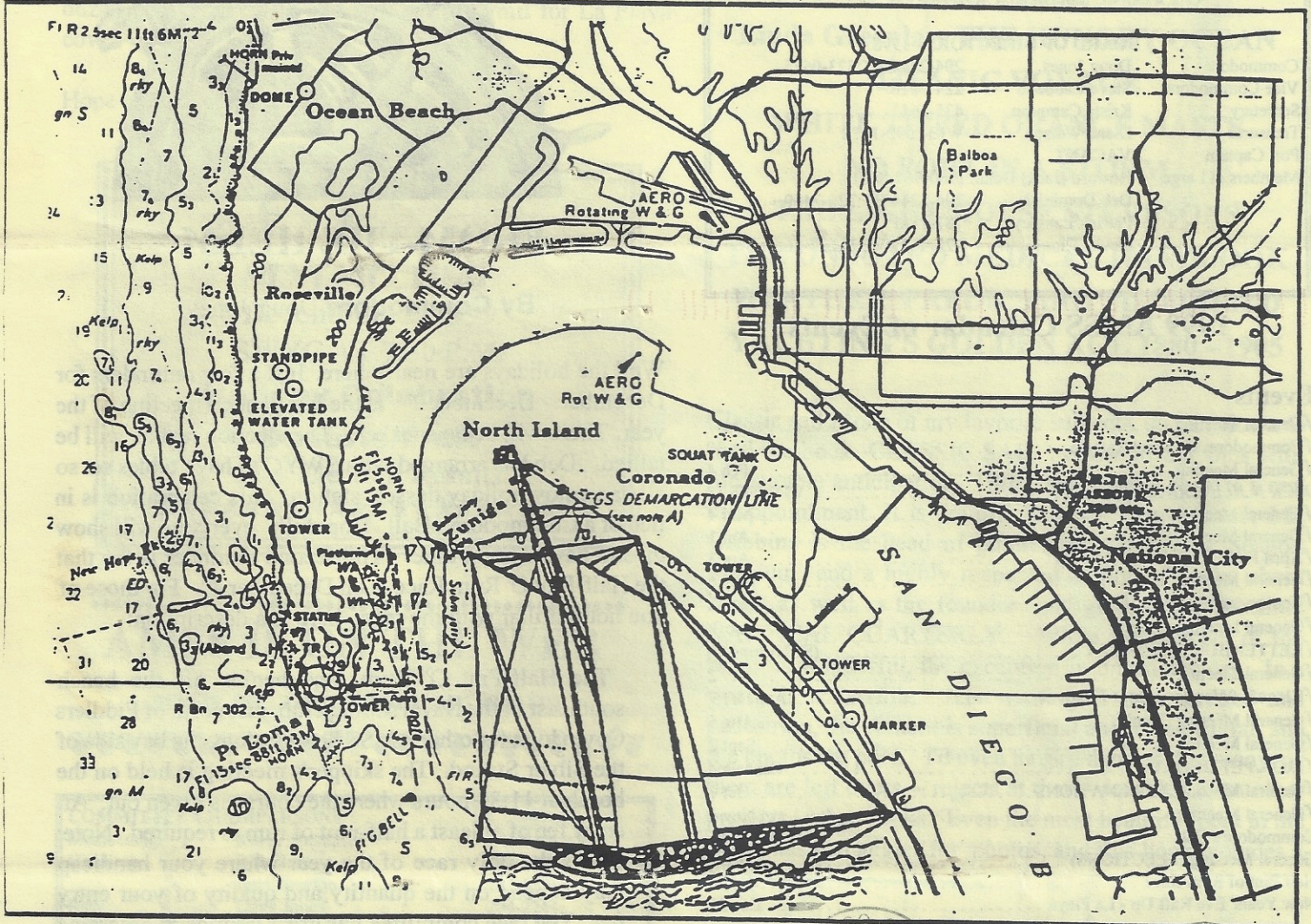


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 25, Number 12

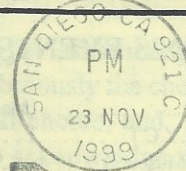
DECEMBER 1999



ANCIENT MARINERS SAILING SOCIETY

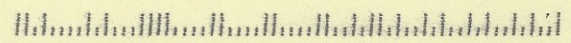
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FROM THE HELM

By Commodore Doug Jones

1999 AMSS Calendar of Events

Events

√General Meeting	Jan 7
√Commodores Cup and Raft-up	Jan 30
√General Meeting	Feb 4
JACK N JILL (CANCELED)	XXXXFeb 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	(SUN) June 13
√General Meeting	July 2
√Classic (Wooden) Boat Festival	Aug 14/15
√General Meeting (Picnic)	Aug 5
√General Meeting	Sept 2
√IRON/PETTICOAT	Cancelled
√General Meeting NOMINATIONS	Oct 7
√General Meeting	Nov 4
Commodore's Ball	At Dec. Mtg.
General Meeting (ELECTIONS)	Dec 2
Half Pint of Rum Race	Dec 4
New Years' Eve Raft Up - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

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

1999 TRANSPAC

√Cruising Class leaves Long Beach	June 29
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Well the holidays are nearly here. Just a few reminders for December. December 2nd is the last general meeting of the year. There will be no speaker. The election results will be tallied. Deb has arranged with SWYC to have tables set so all can enjoy holiday dessert station. This celebration is in lieu of a Commodore's Ball. Hopefully everyone will show up and have a good time. The second reminder is that the Half-Pint O' Rum Race is on December 4th. For those of you not familiar with the race, here is a description:

The Half-Pint O' Rum race begins off the beach southeast of the Naval sailing club, just north of Fiddlers Cove (look for other AMSS boats), along the bay side of the Silver Strand. The skipper's meeting is held on the beach at 11:33 hours where the course is given out. An entry fee of at least a half-pint of rum is required. Note: this is the only race of the year where your handicap may depend on the quantity and quality of your entry fee. The race committee has great latitude in assessing penalties as well as time awards for exceptional seamanship or costumes. The boats anchor off the beach with sails down and the skipper (not his/her representative) rows (or swims) ashore for the skipper's meeting. Around noon a horn goes off and the skippers row out to the boats. Only when he/she makes contact with the boat can the crews begin to hoist sail and sail off anchor (no motors). After sailing the course, the finish is on the sandy beach across from Silvergate YC on Shelter Island next to the launching ramp on Shelter Island. The skipper or his representative must row ashore with his/her own cup, find the race committee and the rum keg and drink a mug of rum. Only then is she or he finished. The raft-up in La Playa following the

race is usually the best of the year, where crews reflect on the race (tell lies) and the remainder of the keg disappears into some of the finest rum drinks to be found.

The race is open to Ancient Mariner Boats. If one is currently not an AMSS member, they need to contact me at 294-2244 no later than one week prior to race. I have half a dozen boats signed up and will get a permit for La Playa cove.

Hope to see you all on December 2nd.



NEXT MEETING

December 2, 1999

SWYC AT 7:30 P.M.

Holiday Celebration

Deserts/Fruit

Plus Election Results



AMSS IS ON THE WEB

www.sdsailing.com/amss.htm

COMMITTEE CHAIRPERSONS

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Board meetings will be 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.

Books Reviewed by Virginia Crowell Jones

LEARNING THE ROPES

CLASSIC SAIL

Olin Stephens

Ian Dear's new J Boat book

Peter Stuckey PILOT BOATS

Linda Greenlaw THE HUNGRY OCEAN

TITANIC VOYAGE

WHITE TIPPED ORANGE MASTS

NO PORT IN A STORM

THE LIGHT HOUSE STEVESONS

THE ONBOARD MEDICAL HANDBOOK

WEATHER PREDICTING SIMPLIFIED

YACHTING'S GOLDEN AGE 1880 - 1905

Classic sail is one of my favorite subjects, so I sat down to read the book CLASSIC SAIL by Joseph Gribbins with pleasurable anticipation. Unfortunately the book is a real disappointment. It is doubly disappointing because Mr. Gribbins is the head of publications at Mystic Seaport Museum and a highly respected author of books about boats, as well as the founder and guiding force behind NAUTICAL QUARTERLY. While the concept of the book is wonderful, the execution is unsatisfactory. In a word, it is terrible. The writing is disorganized and pedestrian, the content is superficial and often trivial, and the photos are poor. I'd even hazard a guess that many of them are left overs -- rejects at that -- recycled from other projects, other books. Even the most beautiful boat in the world has bad angles for photos, and this book includes a lot of them.

Worse yet is that many of the boats are neither classic, nor sail. Obviously the choice of boats to include is a matter of personal choice, and can be somewhat subjective (and I have to acknowledge that two of my favorite boats -- the classic Alden schooners WHEN AND IF and MALABAR II, both from Vineyard Haven Harbor -- are included, so the choice isn't all bad) but the selection of sail boats is not only very limited but ignores vast fleets of classic boats outside of the United States. Including motor sailors in a book on classic sail is of course acceptable, but comparing the beautiful R O Davis designed BURMA -- a true classic -- to a Finnish, fiberglass Nauticat is somewhat similar to

comparing a lovely Percheron filly to a skunk.

Further the design of the book lacks cohesion, and the factual content is often confused or inaccurate. A few examples: boat measurements are listed by length over all (sparred length), length on deck, or even length on the waterline (a common practice early in the century...N G Herreshoff boats are always referred to by the WL length) without any qualification. Photos are mislabelled: CALIFORNIAN is labelled BILL OF RIGHTS although one can make out the name CALIFORNIAN on the bow, and there is little similarity between the two, or are vague. The name of the supremely beautiful Fife gaff cutter on the cover -- TUIGA I think -- remains anonymous although she is the very essence of the idea behind the book. Further, information for some of the entries is just plain wrong, although a quick check through any of numerous reference books could have produced the correct information.

It appears that this book was written in a hurry, almost as if someone was gathering up bits and pieces of information from other books or articles, some left over photos from other projects, adding a minimum of connective prose, bulking out the results with lists at the end of sources for plans and further information (in itself, incomplete) and glossing up the results with fancy lettering and fancy packaging. It is true that the price is only \$27.95 -- a bargain for a coffee table style book -- but this book would only be appropriate as a gift to someone who knows almost nothing about boats but who wants to have something on display that conveys an image. And the cover photo is gorgeous, just perfect for that mahogany bench. Published by Friedman/Fairfax at \$27.95.

By contrast YACHTING'S GOLDEN AGE 1880 - 1905 edited and with text by Ed Holm and published by Alfred A. Knopf is an extraordinary book, full of absolutely gorgeous photographs, detailed captions and explanations and a carefully researched and written text. Even at \$65.00 it's a bargain because it lives up to and exceeds it's brief. From the introduction: "A sort of Wellsian time machine, this collection of yachting photographs waits to transport the reader back to a glorious era in America's maritime past. The pictures -- glass-plate images documenting sail and steam from the earliest days of 'instantaneous' photography in the 1880s up to about 1905 -- portray pleasure boats and sailors at the height of the exuberant era of national expansion and optimism known as the Gilded Age....After

one hundred years the yachtsmen and women and nearly all of the great boats from this golden age have departed the scene, but these images -- providing glimpses of their days of glory -- endure."

Indeed the photographs, most printed directly from the glass plate negatives -- are superb. All are well chosen, presenting a wide range of maritime subjects (yachts, small boats [The Poor Man's Yacht], people, interiors and more), and all are beautifully reproduced. The detail in these black and white photographs is amazing. The author notes that "most of the images in this book are the products of a half dozen pioneering maritime photographers who were active in the Boston, New York, and San Francisco Bay areas...this volume is the first to present a combined representative selection of these leading maritime artists' work." Included are images from Henry G. Peabody, Nathaniel L. Stebbins, Willard B. Jackson, Charles E. Bolles, and James Burton from the East Coast. The latter two professional photographers' negatives were acquired by Morris Rosenfeld and are part of the Rosenfeld Collection at Mystic Seaport. From the west coast are images from William Letts Oliver and William H. Lowden, both of whom are described as talented amateurs.

The captions and the text are superlative as well and there are many lengthy quotes from contemporary writers which amplify the text and convey an intimate glimpse into the era. There is also a thoughtful bibliography of books and articles which leads the reader onward, and a detailed index.

I hope that Mr. Holm researches, writes and edits more such books. I can't recommend this book highly enough; it's a winner.

Another wonderful book is LEARNING THE ROPES by Eric Newby. Subtitled An Apprentice Seaman On The Last Of The Windjammers, and published by Times Books/Random House this book is priced at \$35.00. Eric Newby -- one of my favorite maritime authors (he's actually written a number of exceptionally fine travelogues as well) -- wrote THE LAST GRAIN RACE which is the story of his time on the four-masted steel barque MOSHULU from October of 1938 to May 1939 as she sailed from Ireland to Australia to load grain, and return. This book, originally published in 1968 as WINDJAMMER, contains photographs taken by Mr. Newby on that voyage. It has been recently republished with expanded captions and text, and a much better quality of photographic reproduction. MOSHULU belonged to the

legendary Gustave Erikson of Mariehamn, Finland, in the Baltic and was one of his fleet of cargo carrying square riggers which he acquired and operated between the two World Wars. She survives today -- just -- in Philadelphia, Pennsylvania as a restaurant and tourist attraction and only a scant handful of her sister square riggers survive, many in similar circumstances. The book portrays a way of life that has seemingly vanished almost without a trace, and the photographs provide not only a valuable historical record but a real appreciation of daily life aboard one of the very last true working square riggers. The only comparable effort that I can think of is Irving Johnson's documentary movie footage shot aboard PEKING about the same time, available as a video movie.

As I mentioned above, the photographs included in this book have appeared before, but the reproduction here is far superior to the previous book. Not only is the resolution crisper, clearer, but many details previously obscured by the poor reproduction can now be discerned. Having spent some time at sea I can appreciate how diligent Mr. Newby was at taking pictures, even when conditions were "difficult" and how many spectacular shots he achieved.

Although the photographs and detailed captions are the bulk of this book there is a substantial section of text which introduces the characters and outlines the history of sailing cargo vessels between the wars, from the European perspective. All of the text and captions are written with Mr. Newby's usual thoroughness, wit and good humor. A sail plan and list of the other vessels sailing for grain that year, completes the book. If you enjoy this book, and haven't read THE LAST GRAIN RACE, do not delay in acquiring a copy. Try some of Mr. Newby's other books as well: A SHORT WALK IN THE HINDU KUSH and LOVE AND WAR IN THE APPENINES are my favorites.

WHITE-TIPPED ORANGE MASTS by Peter K. Prybot, is subtitled Gloucester's Fishing Draggers, A time Of Change 1970 - 1972. Published by The Curious Traveller Press at \$24.95, not inexpensive for a paper back -- but this is a beauty -- there is a lot packed into the 220 pages of this fine book. The author, both a commercial fisherman and a marine fisheries biologist first started documenting the early 1970's Gloucester dragging fleet for an in-depth written and photographic study which would serve as a major thesis for his senior marine fisheries biology course at U. Mass. In addition to interviewing fishermen and photographing the boats, Mr. Prybot went fishing as often

as possible, earning his full college tuition along the way. Although much of his fishing experience was coastal lobstering he also made trips lobstering offshore. He writes: "Riding out several fierce winter storms 250 miles offshore made me understand why retired Gloucester fisherman John Aiello strongly felt, 'Every dollar made offshore has a blood spot on it.'" In addition to this book Mr. Prybot has published many articles in The Gloucester Daily Times, National Fisherman, and Oceans Magazine. He is now the area field correspondent for Commercial Fisheries News.

Although the photos and interviews for the original thesis date from the early 70's, it was only during the 375th birthday celebration of Gloucester in 1998 that Mr. Prybot was prompted to resuscitate a long delayed project which would expand the college thesis into a book. With the addition of many more modern color photos, diagrams, tables, a glossary of terms, bibliography, index and other information, the result is a superb historical record, documentary in nature, of another facet of working watercraft that has almost vanished. Again from Mr. Prybot: "Little did I know in the early 1970's that I was photographing and recording the beginning of the end for wooden eastern-rigged side trawlers." "In essence a floating company, the side trawler was designed to hold-up for decades the North Atlantic's worst, provide living quarters along with a working platform, store and carry tons of fish, and tow the heavy trawl and doors while withstanding the heavy stresses induced by this mobile gear."

Oh yes, the title is explained thus: "The majority of the early 1970's Gloucester vessels painted their masts orange with white tips. Most waterfront sources I contacted did not know exactly why, but according to retired Portuguese boat owner and Capt. Cecilio J. Cecilio, 'The white mast tip and also the bow white water line stripe were always Portuguese; you could always tell a Portuguese ship in the distance by this. To the best of my knowledge the orange part was started by the U. S. Coast Guard years ago to help them see us in the distance. The orange later spread to the top of the pilot house and the turtleback.'" This is a wonderful book which belongs on every nautical bookshelf, no matter where you interests lie.

Two very practical books to have either aboard or at home are International Marine's WEATHER PREDICTING SIMPLIFIED by Michael William Carr (\$25.95) and Dr.

Paul G. Gill, junior's THE ONBOARD MEDICAL HANDBOOK (First Aid and Emergency Medicine Afloat) also published by International Marine for \$17.95 in paperback.

Dr. Gill's credentials are impressive; he practices emergency medicine in Vermont, writes a sports medicine column for Outdoor Life magazine and sails in Maine. The book includes many of the medical and dental situations that you may encounter at sea, and makes recommendations for both short and long term care. Included is an extensive section on Emergency Treatment Procedures, and Dr. Gill recommends that "the shipboard doctor" consult this section first to determine the course of action to pursue immediately, then stabilize the patient, and finally refer back to the more detailed sections for longer term care or for a recommendation on when to call for immediate evacuation of the patient to a shore side medical facility. In addition there is a substantial section on Survival At Sea which even includes information on "life boat navigation" what to put in the "go bag" (although I'm not sure how sound the recommendation is to include "extra pine plugs to repair the raft") and how to collect emergency water supplies. There are five other particularly useful chapters: Man Overboard, Fish Poisoning, Venomous Marine Animals, Sharks And Other Marine Marauders, and Lightning On The High Seas; these chapters alone are worth the price of the book.

The Ship's Medicine Chest has a particularly complete list of medications -- both over the counter and prescription -- and equipment to have aboard. In addition each chapter is introduced with an appropriate and interesting literary selection, there is a brief glossary and a detailed index. Although I would recommend this book for every boat particularly for the six chapters mentioned above, I do have a number of reservations. First and foremost is that many of the medical situations are either covered rather superficially or are not the sort of situations one normally encounters at sea. Pneumonia rates a superficial paragraph while delivering a baby rates two pages. Obviously neither is enough information but one is more likely to encounter pneumonia at sea than childbirth. Similarly heart problems are very sketchily discussed as are a number of other potentially very serious problems. This leads to another reservation which is that in many instances Dr. Gill recommends immediate emergency evacuation: "Call for the helicopter." This is all well and good IF one is close to shore but impossible if you are mid Pacific. Further try telling the woman in labor that she's about to get strapped into a metal cage to be lifted into a helicopter. Not me thank you.

For serious, offshore sailing I would prefer to have a book aboard with more information about how to deal with truly life threatening situations long term. Further this book contains little information about medical problems which may develop from travel in foreign countries or distant shores. And although there is an enormously long list of medicines and equipment to stock, the information on how to use them, and how much to dispense is not always as detailed as necessary.

To supplement the information in this book I would recommend The Wilderness Medical Associates Field Guide by James Morrissey (a gold mine of information in a very small efficiently organized book) for \$19.95, The Cadogan Guide's Healthy Travel series title BUGS BITES & BOWELS by Dr. Jane Wilson Howarth for \$9.95, and Jeffrey Isaac's THE OUTWARD BOUND WILDERNESS FIRST-AID HANDBOOK published by The Lyons Press for \$14.95. Mr. Isaac is a physician's assistant and a highly experienced off-shore sailor. The government publication -- I can't currently find my copy and can't remember the name but it's something like THE SHIP OFFICER'S MEDICAL ASSISTANT should be aboard as well.

Many island mariners know that Dr. Michael Jacobs has taught several courses in emergency medicine suitable slanted towards those at sea. In addition Wilderness Medicine in NH and Ocean Navigator Magazine in Maine routinely run courses on medicine as well as other important subjects.

WEATHER PREDICTING SIMPLIFIED by Michael William Carr is a beautifully written and copiously illustrated book but it's title is rather deceptively limiting. The book includes much, much more than just predicting weather, and while it may be simplified, it's still sufficiently detailed (and complicated) to be useful to a person who already knows a great deal about weather and the electronic/mechanical objects that are associated with weather prediction.

Mr. Carr's introduction says it all: "In writing this book I aimed to include enough technical information to support important explanations, while at the same time keeping the discussion straightforward and jargon-free so it will be accessible and enjoyable for nonmeteorologist. Examples, in the form of text, weather charts, and satellite images, cover both the Northern and Southern Hemispheres, making this book globally useful."

My knowledge of weather prediction/forecasting is pretty much limited to the wisdom (somewhat dubious) contained in folk adages, but I learned a lot dipping into this book. This past summer I sailed across the northern Pacific on a boat that had, at least for the first half of the passage, access to Weather Faxes...this book would have been of enormous assistance in analyzing the information in the reports that we received. The text is easily understood even by a novice, and an extensive glossary, several appendixes and a detailed index all enhance the value of this book.

Islanders have frequently been privileged to witness the arrival in Vineyard Haven of the Nantucket Lightship...one of a handful of survivors from the many who used to be anchored on station up and down the Atlantic seaboard as well as off coasts all over the world. The mournful sound of her fog horn is to many a particularly poignant reminder of the vessels who served as navigational aids on some of the most treacherous coastlines in the world. The book *NO PORT IN A STORM* by Bob MacAlindin details some of the stories about the crews and the ships themselves. Published by Whittles Publishing in Caithness, Scotland, in paperback, my copy from England cost 12.95 pounds sterling, or about \$20.00 US. Mr. MacAlinden was inspired by the knowledge "that what ought to be so rich a part of the maritime heritage of so many lands flanked by the furious seas has been neglected to the point where the mention of the word 'lightship' is still a good bet to draw the most vacant of looks." Indeed his book is dedicated "To the forgotten heroes of the bobbing red beacons these chapters are respectfully dedicated."

Although this is a book from the United Kingdom, the lead off story is about the Lightships who stood station on the Shoals south of Nantucket. "'The loneliest thing I ever saw,' mused the old whaling skipper, 'was a polar bear on an ice floe, the second loneliest was the SOUTH SHOAL Lightship.' This solitary sentinel first stood guard over the Nantucket shoals on America's north-eastern seaboard on June 15, 1854 bearing the ponderous insignia 'Nantucket No 1 New South Shoal.' It was considered the most dangerous and one of the most isolated lightship stations in the world." Not only was the weather treacherous both in winter with storms and icing up and during summer fogs, but there was a real danger of being run down by the very ships that the lightships were stationed to guide. LS 117, NANTUCKET, was run down in 1934 by the OLYMPIC, sister of the TITANIC. Other lightships chronicled range from Scotland to the Columbia River in the Pacific North West and from Nova Scotia to the Yangtze River. There are numerous fine illustrations in the form of sketches and

photographs, and maps as well as diagrams of actual vessels. An interesting feature throughout the book is labelled "Light Bites" which contain short anecdotes. A bibliography and index are included although books about lighthouses and shipwrecks of the Cape and Islands receive no mention, an unfortunate omission because they provide much supplementary information.

Readers the world round are familiar with literary works of Robert Louis Stevenson but until the publication of the biography *THE LIGHTHOUSE STEVENSONS* by Bella Bathurst, few knew that his ancestors, a family of extraordinarily talented engineers designed, built and manned lighthouses over the course of 150 years all around the coast of Scotland. Between 1790 and 1940, eight members of the Stevenson family planned, designed, and constructed the ninety-seven manned lighthouses that still speckle the Scottish coast, working in conditions and places that would be daunting even for modern engineers. The same driven energy that Louis put into writing, his ancestors put into lighting the darkness of the seas. The Lighthouse Stevensons, as they became known, were also responsible for a slew of inventions in both construction and optics and for an extraordinary series of developments in architecture, design and mechanics. As well as lighthouses, they built harbors, roads, railways, docks, and canals all over Scotland and beyond. They, as much as anyone, are responsible for the country's appearance today."

Containing numerous illustrations, photos, diagrams and a family tree along with an extensive bibliography and index, this book published at \$24.00 by Harper Collins is a lively, engaging story. It also the first book by Ms. Bathurst, and *The Times* of London comments that "she looks to become one of the best biographers of her generation."

Two classic "biographies" have been republished this past year. The first is *THE SAILING PILOTS OF THE BRISTOL CHANNEL* by Peter J. Stuckey, and the new printing has been published by Redcliffe Books in association with *Classic Boat Magazine*. My copy is from England and cost 19.95 pounds sterling, or about \$35.00. The second book -- and I don't yet have a copy -- is *FROM ENTERPRISE TO ENDEAVOUR* by Ian Dear, and is *THE* book about the J-Class yachts. Both books have been updated to include information about the whereabouts and condition of the few remaining examples of each of these types of sailing vessels...one a working watercraft and the other strictly a rich man's racer. There are island connections, the pilot cutter *RAIDER* x *RENE B* awaits completion of an extensive rebuilding effort in Vineyard Haven while Elizabeth Meyer has rescued and rebuilt or refurbished two of the remaining J-class sloops. Each book

contains a wealth of information in the form of tables, photographs, diagrams, as well as indexes.

Several books that I haven't had a chance to do more than skim are TITANIC VOYAGER, The Odyssey of C. H. Lightoller, by Patrick Stenson. The senior surviving officer of the TITANIC, Lightoller went on to enjoy, or perhaps endure would be a better word, an extraordinary career. His adventures culminated in 1940 when Captain Lightoller, at the age of 66 and at the helm of his own motor yacht SUNDOWNER, rescued close to 130 men, under constant fire, from the beaches of Dunkirk. Published by Endurance Productions in England at 25 pounds sterling or about \$40.00, this biography contains numerous photos as well as an index and extensive bibliography.

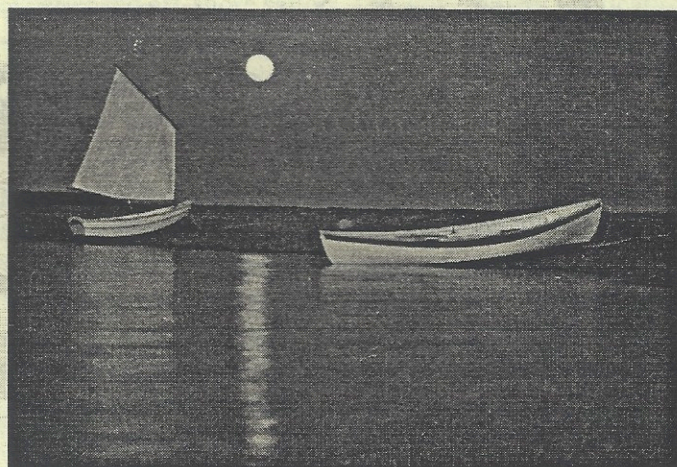
Another book that I haven't yet read thoroughly is THE HUNGRY OCEAN, A Swordboat Captain's Journey, by Linda Greenlaw. Based on her experiences at sea as skipper of the HANNAH BODEN, the sister ship to the ANDREA GAIL of THE PERFECT STORM fame. The book details a thirty day trip longlining swordfish on the Grand Banks and beyond. Greenlaw is described by Junger (the author of THE PERFECT STORM) as "one of the best sea captains, period, on the East Coast."

I have to state right up front that when long lining for swordfish overtook the century old technique of harpooning, and forseeing that this new technique would severely stress the resource (this is the kindest possible way that I can express my opinions) I stopped eating swordfish, so I have a problem agreeing with or even understanding some of Ms. Greenlaw's opinions. However I have immense respect for anyone who skips fishing boats, and I have even more respect and admiration for Ms. Greenlaw, the lone female in a totally male dominated and very dangerous profession. My reservations about swordfishing aside, I am sure that I will enjoy this book. It was published by Hyperion at \$22.95

The final book that I planned to review, and the one that should be one of the best books about yachting and yacht design ever, is the upcoming book by Olin J. Stephens II. Arguably the dean of American yacht designers, and perhaps the outstanding yacht designer of all time, the legendary Mr. Stephens, now 92 has written a volume entitled: ALL THIS AND SAILING TOO. Expected to be published in November, I was just advised that due to production problems the publication has been delayed until January of 2000. In case you don't know who Olin

Stephens is think DORADE, BRILLIANT, STORMY WEATHER, FINESTERRE, NYALA, INTREPID, Blue Jays, Lightnings, RUNNING TIDE, BARUNA, BOLERO, COURAGEOUS, Swans, and on and on.

Think of some of the fastest, and finest boats ever designed. And Mr. Stephens contributions have not only been to pure yacht design but he has been involved on several international committees set with the task of advising on the technical aspects of design, in particular sea worthiness and stability. Further he is one of the outstanding sailors in the world...when DORADE won the TransAtlantic Race in 1930, Olin and his brother Rod were welcomed home by a ticker tape parade in New York City. The list of his accomplishments goes on, and on but despite all of this, Mr. Stephens is low profile and self-effacing. His book is eagerly awaited.



Don't Forget
HALF PINT OF RUM RACE
SATURDAY

December 4, 1999

RAFT UP IN LA PLAYA COVE AFTER THE RACE

HAPPY
HOLIDAYS!
