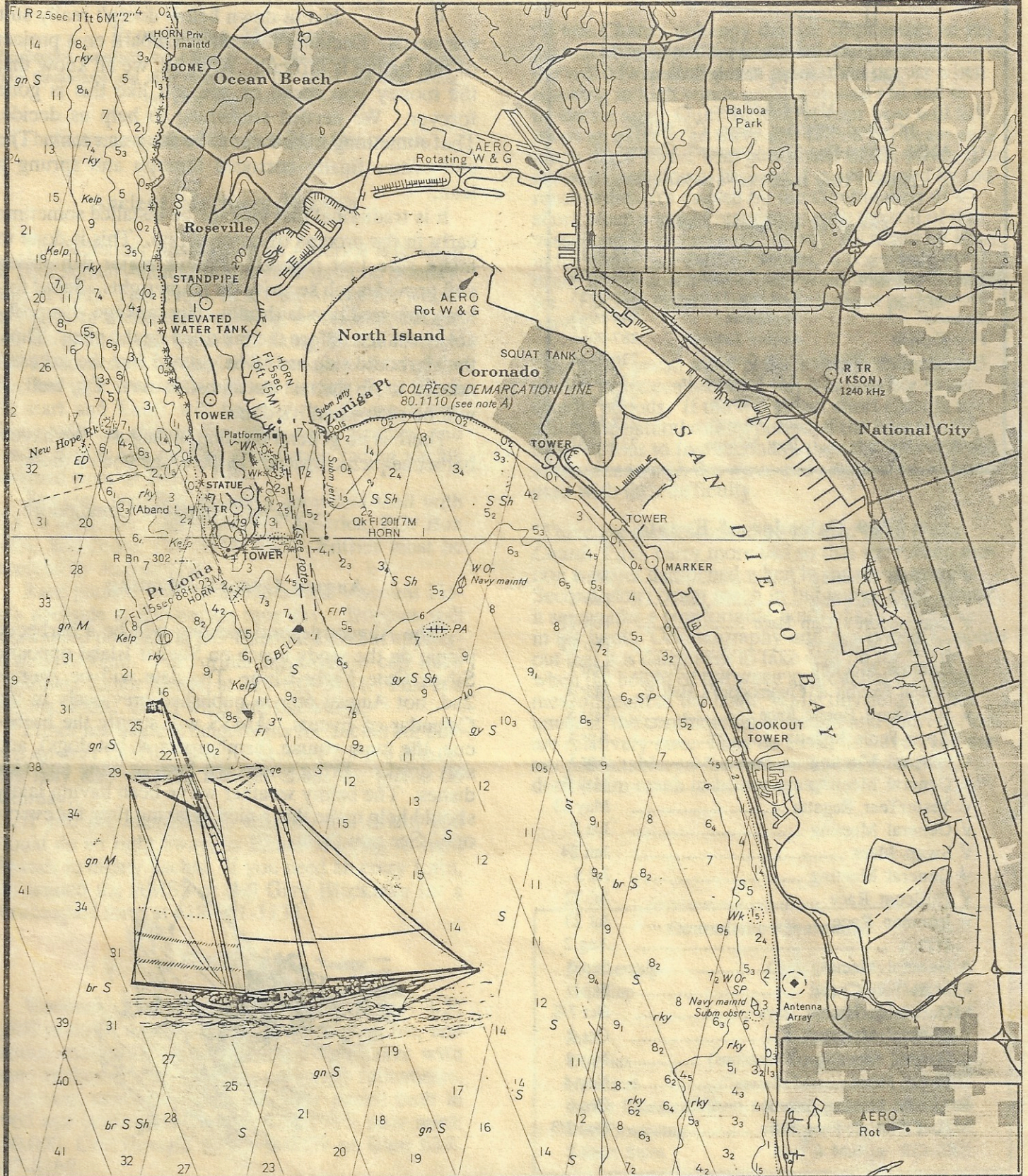
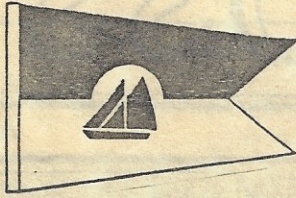


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

AUGUST 1989





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

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FROM
THE

Helm

the interior. We love the boat, but the layout down below doesn't really suit our needs. Deciding to actually embark on a project of this nature is difficult. After all, we all know that the money you spend on projects like this is gone forever. We needed something to help us decide. That something turned out to be the water tank. The evil critter finally corroded through and sprung a leak.

It is traditional that tankage be installed sometime early in the process of construction. This is done to make sure that removal requires major demolition and provides job security for shipwrights. *Salud* follows this tradition faithfully. Her tankage was probably installed before the ink dried on the plans. Thus, the starboard side had to be gutted. Just the excuse I needed to rip the rest out and start over. Oh, well. It will be nice when it's done.

There is no general meeting in August. We have a barbecue picnic instead. Hope to see you all there.

— Kevn Thompson, Commodore

1989 Calendar of Events

✓ General Meeting	Jan 4
✓ General Meeting	Feb 1
✓ Commodore's Cup Race	Feb 11
✓ Dinghy Massacre	Feb 12
✓ General Meeting	Mar 1
✓ AMSS Exhibit & Commodore's Ball.....	Mar 4
✓ Homeward Bound Race	Mar 5
✓ April Fools Regatta	Apr 1
✓ General Meeting	Apr 5
✓ General Meeting	May 3
✓ YesterYear Regatta	May 13
✓ General Meeting	Jun 7
✓ Swap Meet	Jun 24
✓ General Meeting	Jul 5
✓ Petticoat Race	Jul 22
✓ Ironman Race	Jul 23
Picnic	Aug 2
General Meeting	Sep 6
Start Fall Cruise	Sep
Oceanside Harbor Days	Oct 7/8
General Meeting	Oct 4
General Meeting (nominatons)	Nov 1
Swap Meet	Nov 4
Annual Meeting (election results)	Dec 6
Half Pint o' Rum Race	Dec 2/3

August General Meeting

The August general meeting will be a barbecue picnic on the sandy beach on Shelter Island opposite Silver Gate Yacht Club. The date will be August 2nd, not August 6th, as published previously in the Calendar of Events. AMSS will supply the barbecue, the main course (hamburgers & hot dogs), and soft drinks. Bring your own beer or wine and side dishes. The balmy weather we've been having lately should help make this a nice, relaxing time for everyone. See you there.



Welcome Aboard

New Members

(There are no new members this month.)

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 are no prospective members this month.)

Ancient Mariners Regatta

The Schooner Association of America is holding its 16th annual Ancient Mariners Regatta on Sunday, August 20th. This event, held exclusively for wooden yachts of traditional, working, or cruising design, will be held in the waters of Long Beach Harbor. The 12 noon start for the 16NM course will be of the inverted type with slower boats starting first. Both the start and finish will be near the *Queen Mary*. There will be classes for schooners, ketches and yawls, sloops and cutters, and classic racing yachts designed prior to 1954.

To enter, complete an entry form and mail with \$35 to Schooner Association of America, P.O. Box 3404, San Pedro, CA 90731-0417. Entries must be received by August 15th.

Race packets will be issued at the Viscount Hotel's poolside at 8:00am on race day. Trophies will be awarded poolside at the Viscount Hotel at approximately 6:00pm. For further information call Race Chairman, Elinor Morse, at 213-548-3131. This is a fun one, folks. Good wind and flat water!

Elinor has made arrangements for anchoring permits up near Cabrillo Beach. Call her for the details. You may also want to ask her about the picnic on Saturday.

If you are interested in entering this event, you should do so right away, as Elinor is going to limit the race to eighty yachts. If you need an entry form, ask around the AMSS or call Gary Blackman for a photocopied form at 619-581-1133.

For Sale

Wooden 5.5 meter racing sloop; 30' X 6' X 4.5'; 4,500 pounds; cuddy cabin with ice box, stove, and berths; mainsail, 3 headsails, and spinnaker with gear; outboard with bracket; compass, fathometer, windpoint, sumlog, stereo, and solar panel; built in 1963 and professionally rebuilt in 1985; near mint; \$10,000. Call Howard 619-579-0279 or Glen 619-447-8162.

PORT SIDE

by Rod Latimer

"Roll Down" Dangers — The following is a quote from the May issue of Ocean Navigator Magazine. While you may not agree with the conclusion, it's worth considering.

"*White Cloud's* unhappy demise emphasizes an important point about ocean sailing; the phenomenon of the roll down. Roll down most often occurs when reaching in high winds under reduced sail and in moderate seas. Quite suddenly, your boat will roll up on an extra large wave and fall on her beam ends much like a surfer who gets ahead of his wave. This is not a knockdown, because it is not caused by too much wind. It's caused by the combination of a short, steep wave in resonance with the roll of the vessel and is termed a roll down. As noted by Hinz in his book 'Sail Before Sunset,' a contributing cause to roll down is too little wind with too little sail set. The real culprit, however, is short period waves.

"Normally ocean wave periods are on the order of twelve to sixteen seconds, but it is possible to get shorter periods. If the waves get short enough to match the natural rolling period of the boat (on the order of four to five seconds), then the boat will roll in resonance with the wave and set itself on its beam ends with little difficulty.

"There are two lessons to be learned from *White Cloud*. First, carry more sail so that the rolling motion is better dampened when in the wave trough. Second, don't beam reach in big waves even though it seems like a comfortable point of sail. Van Dorn, in his book, 'Oceanography and Seamanship,' points out that it is dangerous to take seas on the beam when the height of the wave approaches the beam measurement of the boat. While this height is not unusual, the combination of height and short period are relatively rare. They do exist, however, and are not predictable, so the best course of action is... don't beam reach in heavy seas."

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Petticoat Race

Saturday, July 22, 1989
Course: 7MN

<u>Place</u>	<u>Yacht</u>	<u>Rating</u>	<u>Skipper</u>	<u>Elapsed</u>	<u>Corrected</u>
1	Dingus	800	Dale Frost	3:01:06	1:57:26
2	Sea Brig	300	Diana Watson	2:14:13	2:00:13
3	No-Ka-Oi	160	Julia Morris	2:04:00	2:04:00
4	Harmattan	250	Donna Giglio	2:17:36	2:08:17
5	Sea Witch	380	Star Diffendorfer	2:51:29	2:29:29

Ironman Race

Sunday, July 23, 1989

Due to confusion regarding the location of the start and the starting time, the Iron Man Race was cancelled. Credit is due to *Sea Brig* and *No-Ka-Oi* for being the only two yachts to show up at the right place at the right time. *Lotos*, *Toco*, and *Queequeg* were too early and took off anyway and *Ranger* and the Catholic boat were too late. Iron Men, as it turns out, are too individualistic for their own good. Raspberries to the Tokai Line for anchoring an oil tanker between the whistler and buoy #3, thereby obscuring visibility. Iron Men are tough, but they can't see through steel.

Last Resort Bilge Pump

An emergency bilge pumping system that is available to almost every yacht, but almost never thought of, is the auxiliary engine itself. It can provide you extra time in a real emergency to find and repair a major holing or through-hull failure.

Very often, one of the largest volume water pumps on the yacht is the one which pushes seawater through the cooling system of the engine. Many professional skippers routinely carry a fine wire mesh filter which can be quickly slipped into the end of the engine raw water intake hose after it has been taken off its through-hull fitting (after the fitting has been closed, of course). The hose with the filter can then be dropped into the bilge and the engine run at high speed — out of gear — provided the problem has been discovered in time to get the engine started. The

amount of water that will be removed is surprising.

Even without the filter, using the engine's raw water pump to help the situation is something that should be tried as a last resort if the alternative is to lose the vessel. The danger, of course, is that bilge debris blocks the pump and the engine overheats. But if your vessel is going down anyway, it's worth the risk.

— Rod Latimer