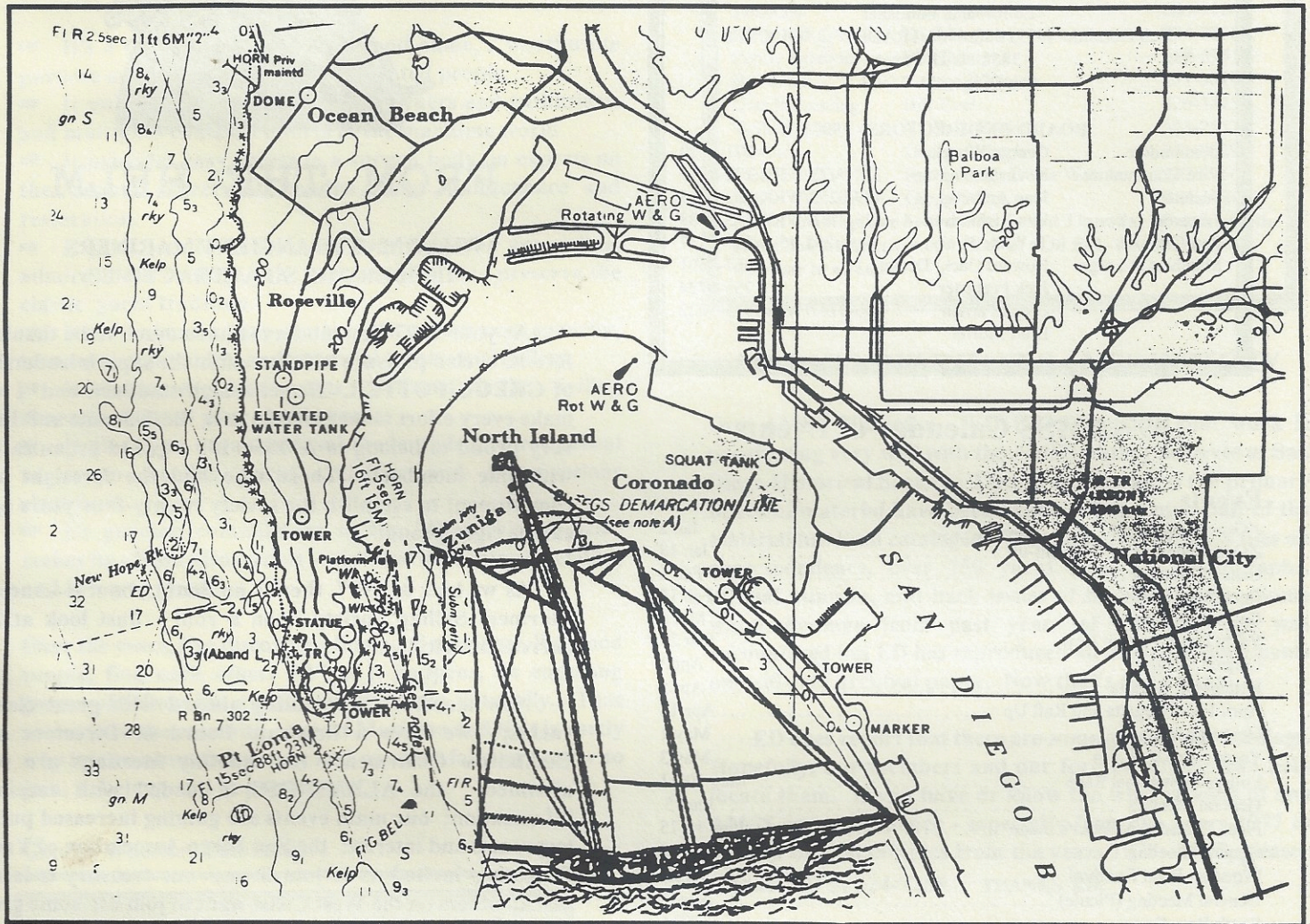


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 23, Number 2

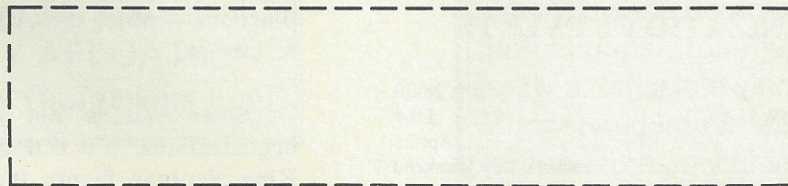
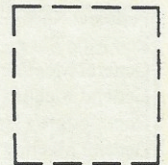
FEBRUARY 1997



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



Albatross



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

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AMSS Ship-to-Ship VHF Common - Channel 68

General Meetings: First Thursday of every month at:
Southwestern Yacht Club, 2702 Qualtrough St., San Diego.

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BOARD OF DIRECTORS - 1997

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	Brett Morris	



FROM THE HELM

WHAT MAKES ANCIENT MARINERS
MEMBERSHIP SO ATTRACTIVE?

As your 1997 Commodore, I have much to be thankful for. Its such a pleasure to follow after the superb leadership of GREGG POTTER. He set a high standard and I will make every effort to measure up to it. Both Joanie and I are very proud to belong to AMSS. It's a grand organization with fine members. Those who had the foresight and commitment to establish the society twenty-four years ago, can be right proud!

As we look at 1997, there's no doubt about it--Ancient Mariners Sailing Society is on a roll! Just look at the current activity!

New members are coming aboard with great classic yachts; we have a first-rate Board of Directors and Committee Chairmen; the monthly meetings are well attended; the ALBATROSS is loaded with excellent information; our main events are gaining increased public awareness and interest; the San Diego Association of Yacht Clubs has invited us to join them; our treasury is in the black; others on the West Coast want to join us; some great projects in yacht preservation are underway and, above all -- an almost irrepressible spirit of enthusiasm, willingness to volunteer and good cheer seems to abound at all our gatherings. Even the occasional accusation about some racing sin is met with a jovial "Well stated!" --- "Carry on!" -- "Good, point! -- Tally Ho!" etc. This also extends to the Board of Directors meetings, (You know -- those obligatory sessions -- that usually suffer from a bad case of solemnity, dreary cogitation and grinding administrative functions) -- which these days are laced with mirth and eager teamwork.

Since this is not always the case with some organizations, it is fitting to ask -- why us? Is it because King Neptune favors those of us with wooden yachts? Hardly! In fact, many believe that the old bugger would sink us at his first opportunity! Why else would he send such enemies as toredo worms and electrolysis against us? Frankly, we owe more to Z-Spar, West Systems and Interlux

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
Luders Invitational Race	May 10-11
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	March 28-30
ONE MORE TIME REGATTA (W.H.Y.C.)	TBA
Newport - Ensenada Race	Apr 25
SWYC Oceanside to S.D. Race	Memorial Day Weekend
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

than we do to his Watery Majesty! Is it because we have the "Midas touch" and everything we do turns to success and gold? I don't think so. Indeed, much of our money goes out (not in) for restoration, gear, dock fees, insurance, upkeep, and taxes. Let me then, try to supply a few sample answers why current membership in AMSS is attractive to you, to me and -- hopefully -- to others.

- ☞ It's a friendly society with a good name, a worthwhile purpose and is loaded with very talented people.
- ☞ It unites serious wooden yacht owners and enthusiasts and multiplies common efforts in the maritime world.
- ☞ It provides easy access to a superb body on experts on the various aspects of wooden yacht maintenance and restoration.
- ☞ It joins you to like-minded mariners who appreciate, admire and encourage your personal efforts to preserve the classic yacht tradition.
- ☞ It also enhances your contact with government agencies, insurance companies, and potential buyers and sellers.
- ☞ It creates excellent events - tailored to the sailing characteristics of your classic yacht.
- ☞ It gives you organizational credentials and reciprocal access to wooden yacht activities and organizations elsewhere.
- ☞ Its genuine commitment to the "Corinthian Spirit" makes its affairs pleasurable -- the kind you enjoy attending and bringing guests.

Over the years, I've discovered that good mariners, like good people, find each other. When it happens, an enduring power of fellowship and teamwork form naturally. That seems to be the case with Ancient Mariners and that is partly why it is an attractive society and one that folks are eager to join, to belong and to participate!

George Wheeler, Commodore

Come to the General Meeting!

Southwestern Yacht Club
February 6, 7:30 P.M.

RON STRATHMAN
Presents
"ELECTRICITY AFLOAT"
(Reliable Friend or Dangerous Foe)

Welcome NERISSA - Staff Commodore Sutter's newly acquired yacht! See the ALDEN article for more information! NARISSA will be the committee boat for the Yesteryear Regatta.

COMMITTEE CHAIRPERSONS

Membership	Glenn Parrish	656-0737
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	222-0865
Cruising	Vern Koespel	297-7973
Program Director	Ron Strathman	
Trophies	Gregg Potter	264-1024
Historical	Ed Barr	224-7255
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Bye-Laws	George Wheeler	271-8629
Data Processing	Bill Buel	426-3445
T-Shirt Sales	T. Walle Krals	523-2377
Directory	George Wheeler	271-8629
YESTERYEAR	Rod Latimer/Diana Watson	287-9066
WBF	Gregg Potter	264-1024

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.

ED BARR OVERHAULS AMSS HISTORY

Our AMSS Historian - ED BARR reports that work is progressing very well with the AMSS history achieves at San Diego Historical Society. Thanks to him, all of the primary boxes of material have been examined and over half of the material has been cataloged. This includes the main files on correspondence, over 150 yacht histories, photographs, official minutes, and back issues of the Albatross. Some water damage from past years of dead storage was encountered but ED has reproduced all damaged documents on acid-free archival paper. Now that's dedication!

ED does report that there are some gaps in our holdings. Hopefully, our members and our former officers can help locate them. If you have or know the whereabouts of any AMSS correspondence - especially from the years 1977 to 1980 or official minutes from the years 1978 - 1995, please contact ED at 224-7255. THANKS ED!

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!!

THE BOSUN'S LOCKER DRY ROT (Part II)

by Gregg Potter

I am sure that there are as many ways to repair the damage caused by Dry Rot as there are people talking about them. The only epoxy fillers that I have used are West Systems, Get Rot, and Smith's. I am going to briefly discuss three general methods I use.

Some general information: When epoxy is used, it can be mixed to whatever consistency is appropriate for the job. West Systems sells different fillers for their products and I have had good success with them. When epoxy is used, the area of application should be wetted with the hardener/resin mixture. This allows a little more 'soak' time for the epoxy. The repair should be dry and clean (exceptions in method 3).

1. **Filling with Epoxy:** This method is used to repair small areas of dry rot where the repair is more than cosmetic but not under high stress. The damaged wood is removed and the area is replaced with solid epoxy. When removing the wood, be sure to go beyond the limits of the actual damage. When using a solid fill, you are generally limited to applying the epoxy in layers of 1/2 inch or less. In a layer thicker than this, the heat generated by the curing epoxy will actually cause the epoxy to lose strength.

2. **Filling with Wood:** This method is used to repair areas that are subject to stress. The method restores the wood to near its original strength. As in the epoxy fill method, the damaged area is removed. Then a Dutchman is carved or cut of wood to fit the damaged area. This Dutchman is then epoxied in place and clamped. The epoxy should be the about the thickness of mustard. This will allow it to fill any voids in your carving job.

3. **Saturation:** This method is used to stabilize an area until you can repair it correctly. Or if the damage is truly in a cosmetic place where all you want to do is to be able to paint it with less than a pint of paint to the square inch. Or if the damage is in a place that would require taking out cabinetry to fix it. (As it was on Northstar.)

The products that I have used for this type of repair are 'Get Rot' and 'Smith's' epoxy. Both work well. Get Rot has the disadvantage in that the stuff comes in a kit. You are supposed to mix the pint or quart or gallon can with the supplied hardener. What you do not use, you trash (or you can take a guess at the ratio). Smith's is a 50/50 mix so you can mix what you think you'll need. Both products tell you to leave the dry rot in place and soak it with the product. Both products are quite thin and do soak well. For the same reason this method does not work well for overhead repairs. For deeper penetration a pattern of small holes can be drilled in the affected area. Rags and/or news papers will soak up

the epoxy that runs out of the repair area. Smith's says that it will displace water. I'm a skeptic, so as with the other repair methods, I use a heat gun to dry out the area as much as possible.

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.

FIVE ALDEN YACHTS ARE PROUD MEMBERS OF AMSS FLEET !

by George Wheeler

The Ancient Mariners Fleet is remarkable in many ways! Certainly one of its greatest assets is its amazing variety (as well as number) of classic yachts. This includes everything from superb single designs to some of the finest world-class designs ever created. In this later category, we can take great pride in the fact that our fleet includes five, yes, five outstanding yachts designed by JOHN ALDEN. Here they are!

FREEDOM-48' Aux. Cutter
ROD LATIMER/DIANA WATSON

MALABAR STAR-34' Sloop
VERN KOEPEL

NERISSA-42' Yawl
JIM SUTTER

RISQUE-33' Sloop
GLENN PARRISH

SKYLARK-36' Sloop
JIM THOMAS

It's all well and good for East Coast yachting organizations to have Aldens in their ranks (where they originate) but for us here in San Diego, it is quite special and does great credit to their seaworthy design and universal appeal. As such, let's take a glimpse at the fine squadron of



NERISSA



SKYLARK

Alden yachts in our society and discuss from whence they came.

As for the man himself -- JOHN G. ALDEN, was one of the most famous naval architects and yacht designers America ever produced. Like his Pilgrim forbearer - JOHN ALDEN (1599-1687), who from his wife PRICILLA had eleven children, he was also one of the most prolific (at least in yacht designs). Starting just after the turn of the century, ALDEN designed yachts until the late 1950s and his company, now under its third ownership, still operates at 89 Commercial Wharf, Boston, Mass. 02110. To date, over 1,200 designs have come from ALDEN'S drafting table. In his book "The Proper Yacht", ARTHUR BIESER (Owner of the famous Alden 58' ketch MINOTS LIGHT) states that ALDEN'S success was founded on (1) an encyclopedic knowledge of naval architecture, (2) a practical knowledge of sailing requirements on the world's oceans, (3) an artist's ability to reconcile beauty with function, and (4) an amazing capacity to tailor the specific set of requirements of an individual customer into the best possible results. He specialized in seagoing yachts of remarkable form, sailing qualities, endurance, and ease of handling.

His fame was established in 1923 when he won the Bermuda Race with MALABAR IV and MALABAR VII in 1926. His fame was immortalized in his crowning achievement in the 1932 Bermuda Race. There his majestic schooners, led by MALABAR X (which he skippered himself), took first through fourth place. It rocked the yachting world. Today he stands as the first skipper, (let alone designer) to win the race three times.

FREEDOM: That admirable heritage within the AMSS fleet begins (alphabetically) with - Staff Commodore ROD LATIMER and DIANNA WATSON'S beautiful 48' auxiliary sloop - FREEDOM. She was designed by ALDEN for the 1939 Newport R.I. to Bermuda Race for CHARLES WASSINGHAM - a well-known yachtsman of the Great Lakes. Her lines were drawn in 1937 by CARL ALBERG and she was launched from the HERRESHOFF MANUFACTURING COMPANY in Bristol, R.I. on June 15th as hull number 1431. FREEDOM displaces 18 tons with 12 tons of lead ballast and 1,050 Sq. Ft. of sail. She was built for long range ocean racing with 2 inch Philippine Mahogany planking over 3"x3" oak frames on 12" centers. Incidentally, a sister vessel, with the same design, was WHITE WINGS - the official yacht of New York City until 1993.

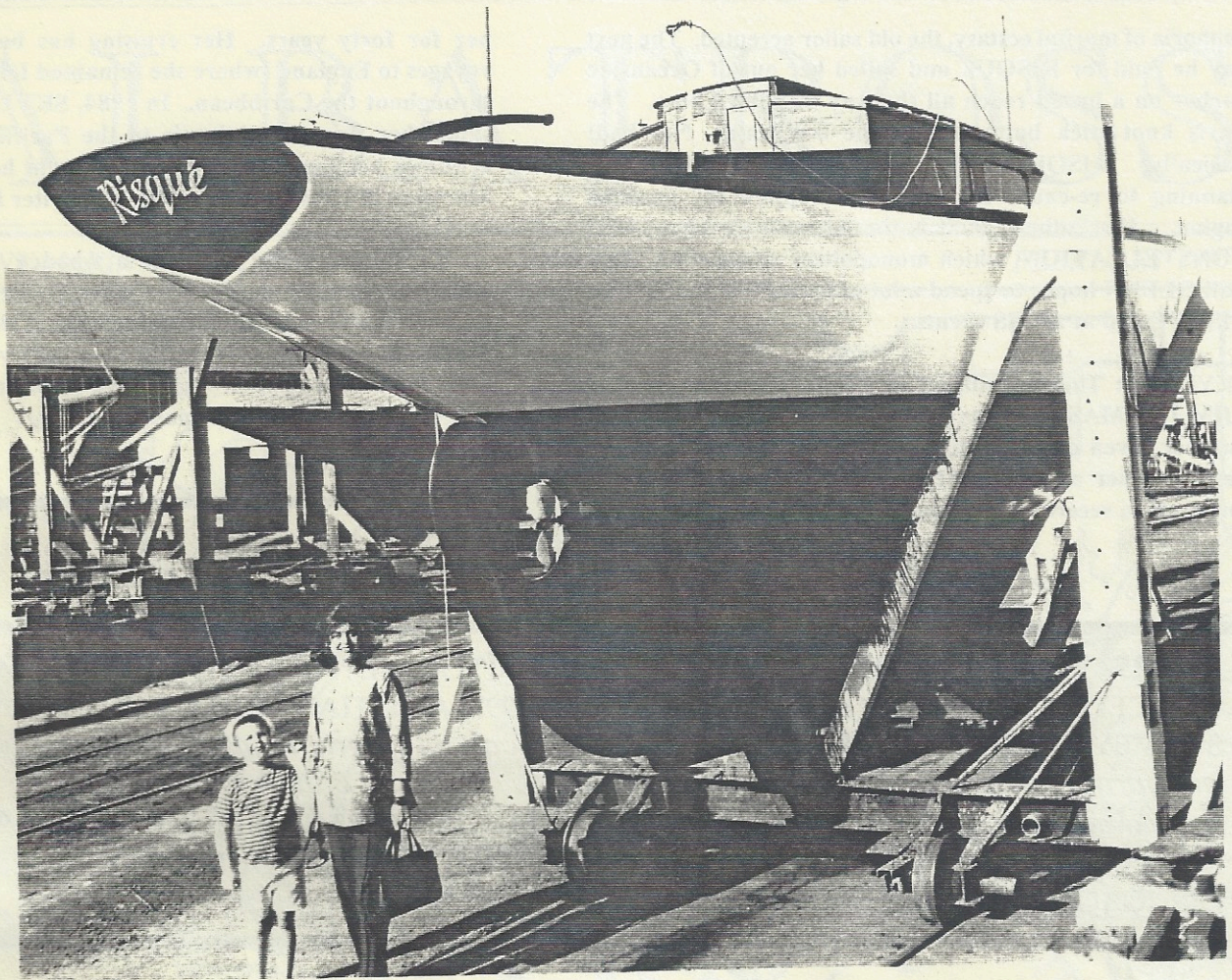
The 1939 Bermuda Race was canceled because of World War II but FREEDOM was cruised and raced around Long Island Sound through the summer of 1941. Just prior to the Japanese attack at Pearl Harbor, Mr. WASSINGHAM shipped FREEDOM to San Francisco by rail where she remained for the war years. In 1946, she was sold to the BONSAI family and moved to the Los Angeles Yacht Club, where she cruised and raced in the area from Los Angeles, the Channel Islands, the Pacific Coast and Mexico. From 1955-56, she was flagship of LAYC. In 1963, her third owner

- a Mr. HARPER moved her to the Channel Islands Harbor and continued to race and cruise between there and Mexico until 1988. FREEDOM was acquired by ROD and DIANA in 1992 and brought to Southwestern Yacht Club, San Diego in 1992 and was the flagship for Ancient Mariners in 1993. Over the years FREEDOM was given excellent maintenance and since 1993 has benefitted from an extensive restoration. Her condition is excellent and ROD and DIANNA keep her actively sailing and cruising.

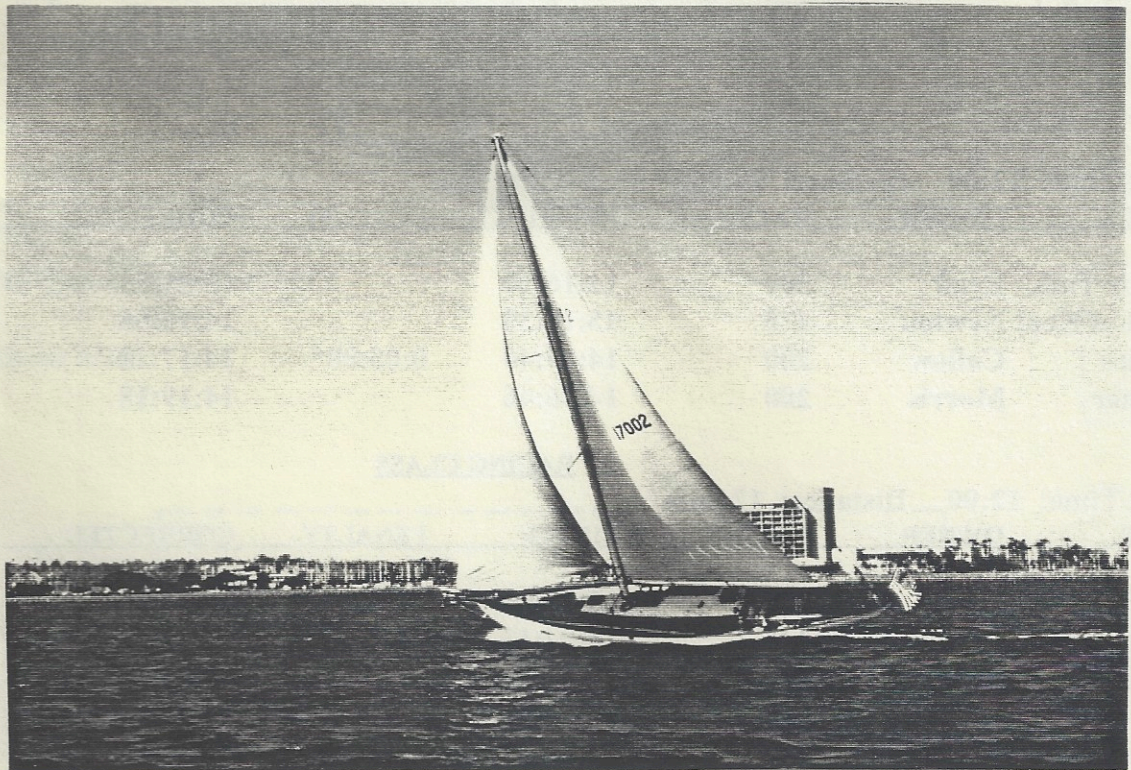
MALABAR STAR: This beautiful 34' Alden sloop is owned by long-time AMSS member - VERN KOEPEL. Presently VERN is off to "Down Under" but MALABAR STAR remains in San Diego and is in top condition. VERN, a retired optometrist, has sailed her throughout the Pacific Coast and in countless AMSS events over the years. She is a stunning cruising sloop. Alden designed her in the 1940s. Her lines are based on his very successful LITTLE WARRIOR which he designed in 1925 and which was probably influenced by the Friendship sloop.

NERISSA: This past year, Staff Commodore JIM SUTTER bought NERISSA. Thanks, JIM for bringing this beautiful 42' yawl into the society's fleet! In 1939, she was built by Casey Boat Builders at Fairhaven, Massachusetts for EDWARD TRUESDELL of New York and is one of only five of that design. She has the fine lines and easy handling of the ALDEN touch yet is a stout 10-ton yacht that can sail in any weather. JIM is busy collecting more of her history. In 1987 she underwent extensive rebuilding - including a new Perkins 4-108 engine. Presently, she is berthed at Sun Harbor Marina, San Diego where additional restoration is underway. On Saturday, January 19th, JIM gave the rest of the fleet a treat as NERISSA came out and served as Race Committee Boat for the 1997 Commodore's Cup. What a delight to behold!

RISQUE: Measuring 33' overall, this is one of ALDEN'S "Malabar Jr." designs and, like MALABAR STAR, evolved from the successful "Malabars" of the Bermuda Race mentioned above. She is a custom boat. Forty years ago, well-known Newport Beach boat builder named - DON PEDERSON decided to construct his own yacht. He bought the plans from ALDEN in 1947 and for the next ten years, set aside the best and prettiest wood that came into his shop. He planked her with cedar over oak frames, gave her a teak deck and, as a special touch, a stunning mahogany burl interior. Staff Commodore GREGG POTTER has described her interior as like that of a "floating piano." RISQUE was launched in 1959 and made her maiden voyage to Catalina - according to her original log. PEDERSON sailed her for 26 years and then passed her on to his grandson who was not an ardent sailor but kept her well maintained. He sold her to an old merchant seaman in Oceanside who believed he was dying and thought such a boat would ease the burden of a truncated existence. By some miracle, surgery corrected his condition. In fact, he rallied so well that he married and shortly decided to find a bigger yacht. Our fortunate member - GLENN PARRISH was in the right place at the right time and made an offer on the spot-which, in his



RISQUÈ



FREEDOM

euphoria of marital ecstasy, the old sailor accepted. The next day he paid for RISQUÉ and sailed her out of Oceanside harbor on a broad reach all the way to Point Loma. The Davis knot stick bottomed on the 0-9 scale. Not bad! Basically, RISQUÉ is in great shape but GLENN is planning to re-caulk the deck and replace the gasoline engine. His "other" boat is the Aircraft Carrier - USS CONSTELLATION, which monopolizes much of his time. Still GLENN hopes to spend a lot of hours this summer on RISQUÉ and at AMSS events.

SKYLARK: This magnificent 36' sloop is owned by member - JIM THOMAS. She was built in 1939 in Boston and is hull number seven of 14 built to her specific design. ALDEN described her as a "Coastal Cruiser". SKYLARK was fortunate to receive meticulous care by a family that owned

her for forty years. Her cruising has been global with voyages to England (where she remained for ten years) and throughout the Caribbean. In 1984, SKYLARK'S owner sailed her from the Atlantic to the Pacific Coast. JIM acquired her four years ago and brought her into Ancient Mariners in 1994. He keeps her at Shelter Island Marina.

Certainly, if the value of a wooden boat society is measured, in some degree by the yachts its members own, then we are abundantly fortunate. The Alden yachts are a wonderful part of this. Here, then is a hearty salute from all of us to our five ALDEN stars. We're proud that you are with us and sail in our company!

♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥ EDITORIAL NOTE: 1997 AMSS BOARD HAS CANCELLED THE JACK&JILL RACE (FEB. 15, 1997) AND HAS SCHEDULED THE YACHT SURVEY PARTY THAT DAY.... *(Its goal is to record all wooden hulls and hopefully encourage wooden boat owners to join AMSS. Starts at 8:00 A.M. at SWYC for breakfast)....* DETAILS AT MEETING - OR CALL GLENN PARRISH, 656-0737. ♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥ IF INTERESTED IN PARTICIPATING IN AN INFORMAL REGATTA, CALL DOUG JONES 222-0865 ♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥♥

COMMODORE'S CUP RESULTS

January 18, 1997

CRUISING CLASS

Start Time: 12:00 Distance: 12.9nm

BOAT	OWNER	RATING	FINISH	PENALTY	CORRECTED	PLACE
Happy Talk	Reed	200	14:16:10		13:58:58	1st
Maid of Kent	Newton	425	15:16:30		14:10:55	2nd
El Aire	Callow	200	14:29:40	0:05:00*	14:17:28	3rd
Feather	Morris	200	14:36:46		14:19:18	4th

RACING CLASS

Start Time: 12:00 Distance: 12.9nm

BOAT	OWNER	RATING	FINISH	PENALTY	CORRECTED	PLACE
Pacifica	Jones	120	13:56:00		13:56:00	1st
Freedom	Latimer	145	14:04:13		13:58:50	2nd
Robin	Craig	120	14:02:43		14:02:43	3rd
Kiahala	Keitges	120	14:12:21		14:12:21	4th
Skylark	Thomas	180	14:24:55	0:05:00*	14:17:01	5th
Reward	Wheeler	160	14:38:00		14:29:24	6th

* Early start