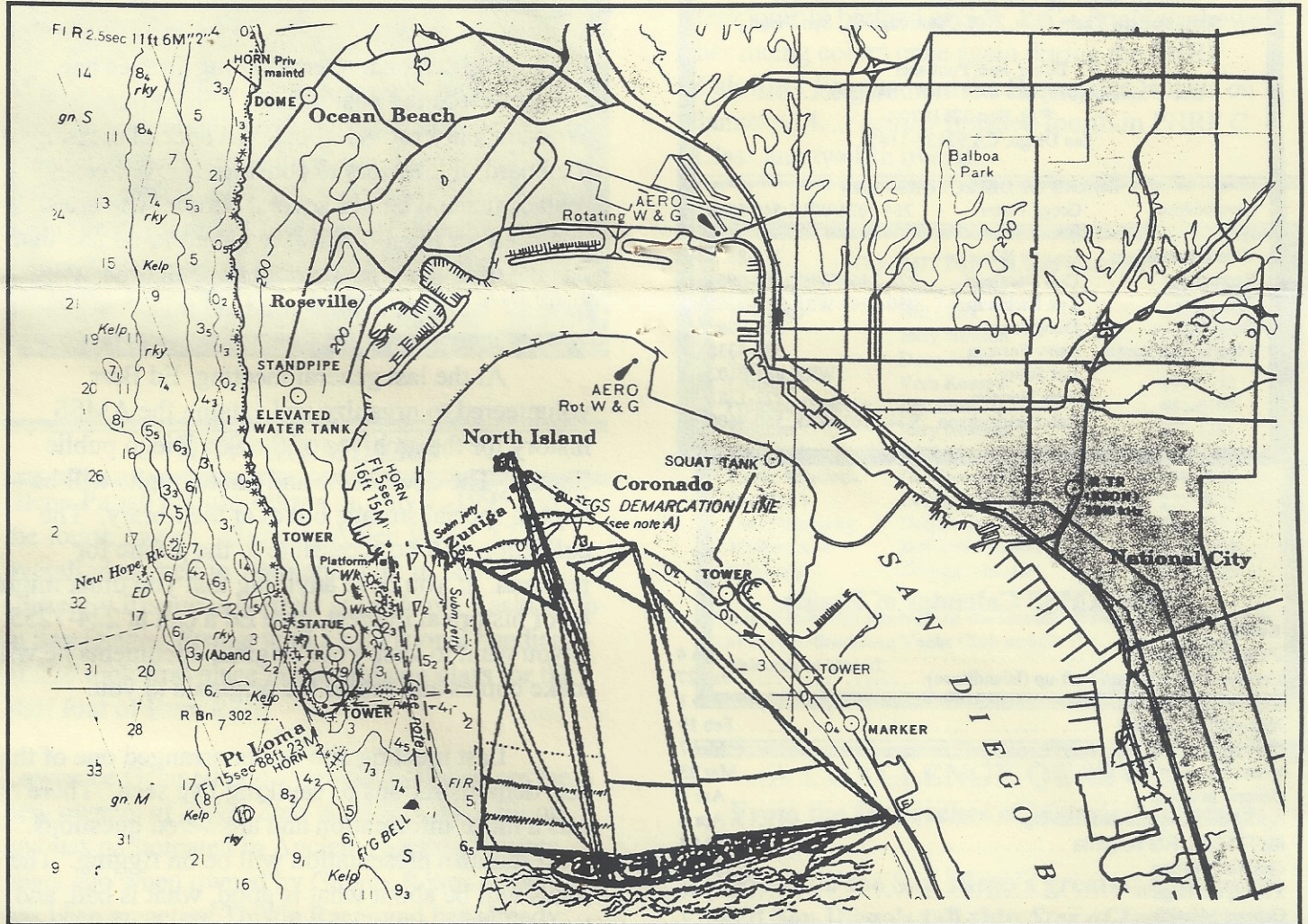


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 22, Number 2

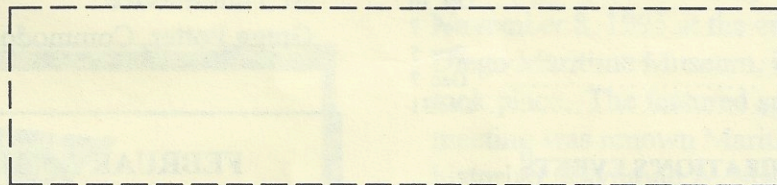
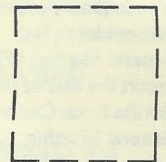
FEBRUARY 1996



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



Albatross

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General Meetings: First Thursday of every month at:
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Editor and Publisher

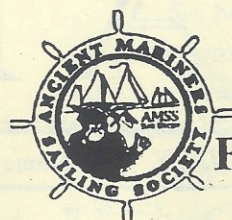
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BOARD OF DIRECTORS - 1996

Commodore	Gregg Potter	264-1024/WRK:545-5646
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	Jerry Newton	222-1281
	Bob Hendrickson	944-5103/WRK:560-9600



FROM THE HELM

For personal reasons Doug Graves has resigned from the position of Chair of our Woodenboat Festival. I called a special meeting of the board of directors to consider Mr. Graves replacement. We have several people who are qualified for the job, now we have to find one that has the time to do it. I would hope that we will have a Chair by the time you read this.

At the last general meeting Ed Barr volunteered to organize and catalog the AMSS history for the archives of the San Diego public library. The documents and photographs will be kept in special storage boxes at the library. The collection will be accessible to the public for research. If you have anything that you think might be of historical interest, give Ed a call at 224-7255. If you want to keep your original documents he will make copies and return the originals to you.

Last meeting Jim Sutter arranged one of the best demonstrations of caulking I've seen. There was a lot of information and answered questions. Next month's presentation will be on rigging. The focus will be about what is good, what is bad, and how to tell the difference.

Vice Commodore George Wheeler is going to review the association bylaws for possible changes, particularly those concerning the election of officers.

At Your Service

Gregg Potter, Commodore AMSS

1996 AMSS Calendar of Events

Events

✓General Meeting	Jan 4
Commodores Cup and Raft-up (IslandRace)	Jan 27
General Meeting	Feb 1
Jack and Jill Regatta	Feb 10
General Meeting	Mar 7
Yacht Photo Portrait Day	Mar 23
General Meeting	Apr 4
April Fools Regatta and Raft Up	Apr 6
KETTENBURG Regatta	Apr 13
General Meeting	May 2
Yesteryear Regatta	May 18
General Meeting	June 6
General Meeting	July 11
Woodenboat Festival	July 13/14
Commodore's Ball	TBA
General Meeting (Picnic)	Aug 1
Escort the Star of India (Finest City Week)	Aug 10
Gorilla Rock Cruise - Los Coronados	TBA
General Meeting	Sept 5
Labor Day Cruise	TBA
Petticoat Race	Sept 6
Iron Man Race	Sept 7
General Meeting (2nd Thurs)	Oct 10
General Meeting (Nominations)	Nov 7
General Meeting (Elections)	Dec 5
Half Pint O'Rum Race	Dec 7
New Years' Eve Raftup - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

Schooner Cup (Koni Kai)	Mar 29/30/31
Newport - Ensenada Race	Apr 24
W:H:O:A. vs AMSS (Dana Cup)	Sept 28
SWYC Ensenada Race	Oct 4

FEBRUARY 8, 1996 MEETING
7:30 P.M., S.W.Y.C.: →RIGGING←

FROM YOUR PROGRAM CAPTAIN

Everyone enjoyed Paul Custer's Talk at the January meeting. Paul can be reached by phone at 998-4163. His business is called Regency Yacht Services.

The February program will be on rigging - standing and running, how to maintain, when to replace, tuning ... by PRENTICE WEATHERS and PETER SAXBY from the Rigworks! If there are topics you want presentations on, let me know.

Jim Sutter

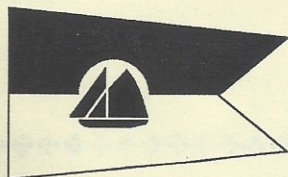
NEW MEMBERS

Glenn Parish bought *Risque* on July 1, 1995 and is the fourth owner. *Risque* is Alden Sloop, 32.5' overall, designed in 1946 and built in 1959.

Currently *Risque* is berthed at the Navy Yacht Club in San Diego. *Risque* with a provisional handicap of 220 took first place in the cruising class for the Half Pint of Rum Race.

Lawrence Grinnell and Victoria A. Vahan are the new owners of *Zida*. *Zida* is a 1939, 37.5' Sloop and has participated in Ancient Mariners' events years ago when owned by George Ream. Lawrence has been an active Thistle Racer and has already participated in the Half Pint of Rum. *Zida* finished third amongst the racers in the Half Pint of Rum Race with a 150 provisional handicap.

Larry Ross is a new associate member. Larry was sponsored by Larry Fossum and Gregg Potter. Larry is not sure how he can get involved with AMSS while living in Arizona.



MEMBERSHIP PETITIONS

Pacifica has a new owner, Douglas P. Jones. It is sad that *Pacifica's* past owners of twenty years, the Frost Family, had to relinquish her but luckily she is staying in San Diego. *Pacifica* is a 48.75', 1947 Sparkman & Stevens designed Yawl and temporarily berthed at S.W.Y.C. *Pacifica* showed her racing colors once again during the PHRF Cabrillo I Race around the Coronados Islands on January 14. *Pacifica* finished fourth in PHRF C Class and twelfth overall.

COMMITTEE CHAIRPERSONS

Membership	Larry Fossum	582-4338
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	222-0865
Cruising	Vern Koespel	297-7973
Program Director	Jim Sutter	481-0102
Trophies	Jerry Newton	222-1281
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Bye-Laws	George Wheeler	271-8629
Data Processing	Ded Dominici	226-2469
T-Shirt Sales	Bob Hendrickson	944-5103
Directory	George Wheeler	271-8629

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.

A CHALLENGE QUESTION -

From the far reaches of historical diggings:

"What do the San Diego's greatest benefactor and San Diego's tall ship *Star of India* have in common?"

The answer might surprise you!

Unintended collaboration between two historians during a public meeting is rare and seldom produces startling results. In the evening of November 8, 1995 at the annual meeting of the San Diego Maritime Museum, just such an occasion took place. The featured speaker of the evening's meeting was renown Maritime artist and nautical historian, Raymond A. Massey. By many, Raymond Massey has been described as . . . "the James Michener of Marine art". He had prepared a series of projector slides to depict the sequence of steps involved in making a maritime painting

proceed from concept to completion. For subject source authentication. Massey described the months, even years of research required to present a totally true historical rendering of the painted scene. Of particular interest to me, being a sailing ship Licensed Sea Captain, was the Massey Painting 11 "The Star of India departing Lahaina, Maui", November 23, 1900 that he completed in 1994.

My wife Angie and I had just returned from a ten-day vacation on Maui, Hawaii one week earlier. We spent one day inspecting the town Spreckelsville, Sugar plantations and the Sugar Cane Museum. (A "stop tab" article involving our discoveries on that occasion will be presented in the Summer 1996 issue.) The background research into Massey's dramatic and breathtakingly beautiful painting lead Mr. Massey into a careful review of the sailing ship's log. The uncovered facts from the log were presented to the large maritime museum audience aboard the Museum's 1898 Steam Ferry, *Berkeley*. The ship's log revealed that the full rigged ship *Euterpe* (later renamed *Star of India*) arrived in the fall of 1900 on the windward shores of Maui with a cargo of coal to provide energy for the massive sugar cane processing factories on the island. John Spreckels' father, Claus, was openly referred to as "The Sugar King of Hawaii". John, in 1900, was 47 years old and a major contributor to the success of his father's empire. His greatest expertises, however, were in the field of shipping due to his owning passenger and cargo ships, both steam and of sail, and a fleet of ocean going tugs.

Massey explained that shortly after *Euterpe's* arrival in Maui, the ship hit a reef. The off-loading of coal was rushed to completion to lighten the ship. Meanwhile the large tug, *Fearless*, was dispatched from Honolulu Harbor to pull the *Euterpe* free of the reef. *Fearless* was believed to be John Spreckels' most powerful ocean tug. As the now empty *Euterpe* was being pulled stern first into deeper water, the sailing ship's rudder hit bottom causing a loss of steering control. In tow, the *Fearless* pulled *Euterpe* some 100 miles to the Honolulu drydock where the damaged hull and rudder were repaired, and her hull received a fresh coat of black paint. Soon, the ship sailed again to Maui, this time loading a cargo of Spreckels' sugar cane ultimately destined for the Spreckels'

processing factory near Salinas, California.

On November 23, 1900, *Euterpe* with a clean bottom, fresh paint, a brisk Northwest breeze under full sail, departed the Lahaina, Maui roadstead bound for San Francisco, California. This event is captured in brilliant color by Raymond Massey on canvas (currently on exhibit on the *Star of India* through February 1996).

Today, as I view Massey's masterwork, I am struck by the expression: "What goes around, comes around." *Euterpe* was paid for delivering two valuable cargoes, both beneficial to Spreckels. Spreckels was paid for saving the life of *Euterpe* - very strange "bedfellows" indeed in the year 1900 when both shared common ground.

Raymond Massey went on to further explain his painting, saying that the clothes worn by the natives in the outrigger sailing canoe reflected European trends as Missionary influences in Hawaii had already replaced the natives' traditional style of apparel. He concluded his remarks by stating, "doing the painting (is the) easy part". The months and possible years of historical research to render the painting authentic is where the real "work" is centered.

Answering the initial question: "What does San Diego's greatest benefactor and San Diego's tall ship *Star of India* have in common?" In the year 1900, the answer would have to be John D. Spreckels. Thank you Mr. Massey for your contribution to bring to light this relationship 95 years ago.

Building the future on the heritage of the past . . . The voice of San Diego continues - in consort with San Diego's durable and very lucky tall ship - *Star of India*.

Edward S. Barr
Historian-Archivist
Spreckels Organ Pavilion

