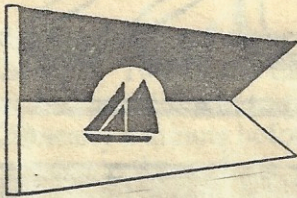


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

OCTOBER 1989





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

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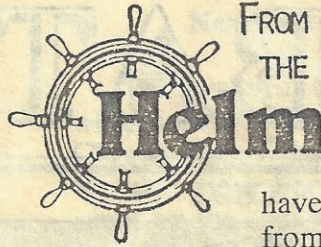
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1989 Calendar of Events

✓ 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
✓ Chula Vista Harbor Days	Sep 30
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



We made sufficient progress with *Salud* that we were able to sneak over to Catalina for a week. Most of our creative comforts are in place. We have a stove and a sink. Water came from jerry jugs but what the heck, you can't have it all.

The Newport Wooden Boat Show was great. We drove up on Sunday and took some pictures of it all. There were six AMSS burgees flying: *Sea Brig*, *No-KaOi*, *Naiad II*, *Vanja VI*, *Aldus*, and *Toco*. Congratulations! I would also like to express my extreme gratitude to Jerry Newton, Rusty White, and Doug Graves. These gentlemen worked very hard under sometimes adverse conditions as judges for what will become an annual Most Classic Yacht award. I'll let them tell you about it at the meeting.

Chula Vista Harbor Days is September 30th. Several AMSS vessels will be participating in the parade to escort the *Californian* and *Pacific Swift* to the event. I'll try to take some slides and put something together for one of our meetings. If you can't bring your boat, please drive down to Chula Vista. This should be a fun event, complete with a swap meet.

On the down side, you can scratch Oceanside Harbor Days off of your calendar. AMSS was once a major part this celebration, but we have decided not to participate this year. The event has become so big, commercialized, and bureaucratic that our participation is not really appreciated. The Chamber of Commerce is not doing anything to assist us and Oceanside Yacht Club, although willing, is simply too swamped to help. We may try to schedule another event in Oceanside on a different weekend when the harbor is clear of Marine amphibious vehicles and bathtub racers.

I'm looking forward to seeing you all at Chula Vista and at the October meeting.

— Kevin Thompson, Commodore

October General Meeting

Kevin Thompson will be showing his slides of both the Newport Wooden Boat Festival and Chula Vista Harbor Days. In addition, our three judges for the Most Classic Yacht will most likely be present to tell

Welcome Aboard

New Members

Tom & Wyndham Jackson
8328 Paseo de! Ocaso
La Jolla, CA 92037 619-453-5349

Sponsors: Gabrielle Martin-Neff; Jewton Newton

The Jacksons own *Roweena*, a 48' cutter designed by Philip Rhodes and built by Lester Stone in 1965 in San Francisco.

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.)

YesterYear Regatta Committee

The YesterYear Regatta Committee has been formed and consists of Doug Smith, Rusty White, Rod Latimer, and Gary Blackman with Doug Smith as Chairman. They have met several times already and have chosen the date for next year's regatta and a location for the after-race party.

The regatta will take place on Saturday, May 5th, Cinco de Mayo, which is one week after the Newport to Ensenada Race. The committee hopes to attract many of the ancient mariner class boats returning from Ensenada. Koehler's yard will again be the location for the party, but with amenities not enjoyed in previous years.

The committee will report its progress to the membership in the coming months. With plenty of lead time and tasks parcelled out to committee members, it promises to be grand event.

Koehler Kraft Jazz Concert

On Sunday, October 8th, the Koehlers will hold their annual jazz concert in their yard. There will be big band jazz performed by an eighteen piece band from 3 to 5pm. The Koehlers will provide refreshments, including beer and wine. Come casual and bring your own chair. For more information call 223-7376.

PORT SIDE

by Rod Latimer

Bumps In The Night — A note of caution for anyone going to Oceanside... go in the daylight.

The only identifiable navigation light that can be seen at a safe distance at night is the rotating beacon on the east (south) jetty. Although entering the channel from the off-shore entrance buoy is the safest approach, the buoy is useless for approach navigation because it can not be seen against the city lights.

The western breakwater navigation light (green) can not be seen until within a quarter mile of the west wall. On an approach from the north, the west wall is invisible until nearly upon it. So, it's probably best to steer west of the beacon until the off-shore entrance buoy is found.

Once in the entrance, take care to stay within fifty yards of the right (south and east) breakwater wall. There is a large steel dredge on stilts about thirty feet above the water right on the south corner of the breakwater. Although the dredge seems a threat, it's easily seen against the city lights background.

The real threat comes from a line of eight unlighted buoys on the north (left) side of the channel running west from the apartment complex near the yacht club to the entrance of the Marine Corp channel on the northwest side of the outer harbor. These buoys are unlighted and very difficult to see. Five of them mark an underwater wall about eighteen inches below the surface of the water. Besides being unlit, they are painted dark green to mark the left side of the channel.

The Big Bang Theory — A sailors worst nightmare nearly came true at the Newport Wooden Boat Show when a novice crew of three attempted to sail a Lido 14 across the bow of the bark, *Pilgram*. The old square rigger was proceeding up the channel under power just in front of the crowd when the Lido attempted to cross her bow in a very light breeze. The outcome was apparent a full minute before *Pilgram* drove the daysailer under. As with all big, old
(continued on the last page)

Committee Chairmen

Membership	Chris Donnelly	226-6406
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	Al Hislop	565-9214
Race	C.F. Koehler	222-9051
Trophies	Doug Graves	226-3446
Historical	Gabrielle Martin-Neff	223-6502
Public Relations	Rodney Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Jerry & Marcia	222-1281



vessels, she could neither stop nor maneuver fast enough to miss the Lido. Two of the Lido's crew were thrown clear, but the third was trapped in the overturned boat for nearly a minute before kicking himself free and coming to the surface.

A rescue boat from the Sea Scout Base was on the scene within a couple of minutes. Despite being wet, cold, and shaken, the crew came up with only minor scratches and bruises. All had lifejackets on, by the way.

Some laws can never be broken... starting with the laws of inertia.

Rule Notes — Rule 9 of the U.S. Coast Guard Navigation Rules (CG-169) say, in part: "A vessel of less than 20 meters in length, or a sailing vessel, shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway." (Rule 9b)

The underline is to remind everyone that it means all sailing vessels, regardless of size, must not impede any deep draft vessel operating in San Diego Harbor.

Rule 18 says, in part: "A sailing vessel underway shall keep out of the way of: (i) a vessel not under command; (ii) a vessel restricted in her ability to maneuver; (iii) a vessel engaged in fishing."

Pennant or Burgee? — Ever wonder about the difference between a pennant and a burgee? Everyone has a different idea, it seems. The American Yachting Rules gives the following definition: "A pennant is a flag smaller at the fly than at the hoist and is commonly triangular in shape. A burgee is a swallow-tailed rectangular flag." (ie. Ancient Mariners fly burgees)

Exit

Because of personal commitments, I must terminate my duties as editor of the Albatross. This is my last issue.

I wish to thank the three boards I worked with and the entire membership for the wonderful enthusiasm and support and for the many contributions to the newsletter.

— Gary Blackman

The beautiful 85 foot staysail schooner, *Astor*, walked away with the 1989 Ancient Mariners "Most Classic Yacht" perpetual trophy at the Newport Wooden Boat Show after an agonizing afternoon spent by the society judges, AMSS members Rusty White, Doug Graves, and Jerry Newton.

Despite the grumbles of "I'll get you for this!" and "Never again!" from judge, Doug Graves, the trio of judges made a herculean effort to fairly judge the best display of classic yachts seen on this coast in a long time.

"We felt we needed at least two full days to evaluate these beauties," said Rusty. Newton added, "Every one of the boats was a winner. Having to give the trophy to just one was agonizing."

The trio had more than thirty sailing vessels and an equal number of powerboats to review. Time was the biggest factor hindering their efforts. With so many boats, the judges could only spend five minutes or so aboard each vessel.

In the end the judges felt that, while all the boats could win, their selection of the "Most Classic Yacht" should be based upon the degree of originality of restoration and the 1924 Fife speedster is in original condition inside and out. All agreed the selection of *Astor* was an excellent choice and in keeping with the charter of the society.

Despite light and shifting winds and fog, Ancient Mariners managed to make a respectable showing in the regatta on Saturday.

Taking fourth place in Class A was the Matt Walsh sloop, *NoKaOi*, under the able helm of Bob Morris. Second place in Class B was one of our newest members, *Aldus*. In the Class C division was the blue pocket rocket, *Toco*, in the able hands of Bill Clark. At press time we had not learned how Bill placed.

What we did learn, however, is to be especially careful at any award ceremony held by the wooden boat sailors at Josh Slocum's Restaurant. You have to be an athlete to attend stand up at one of their parties! Everyone said they had a great time... at least what they remember of it. Ernie Minney is a great host and deserves full credit for running a terrific race again this year.

— Rod Latimer

