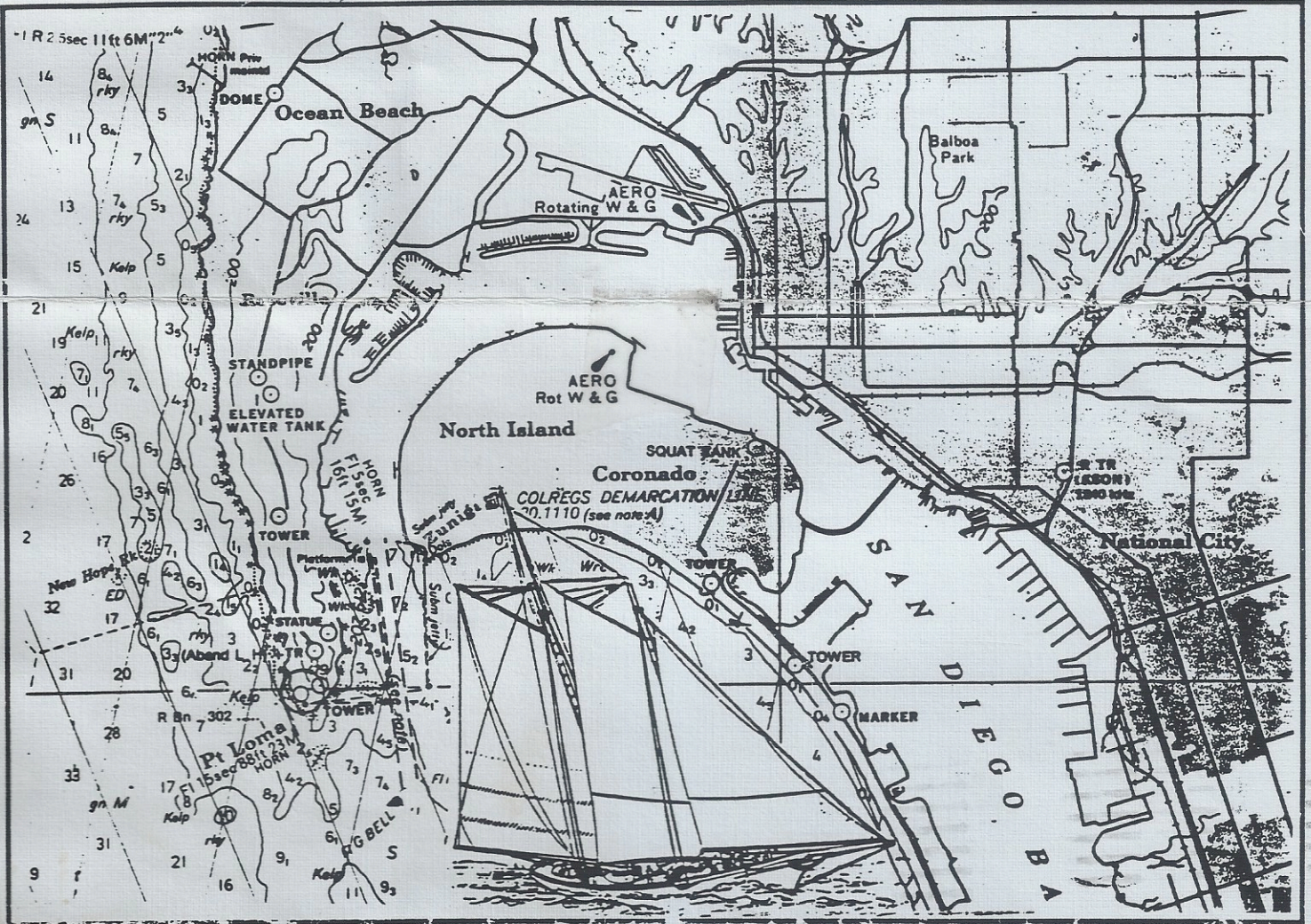


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

SEPTEMBER 1993



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166





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

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September Stand-in Editor Deb Dominici

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1993 CALENDAR OF EVENTS

General Meeting	Jan 7
General Meeting	Feb 4
Jack and Jill Regatta	Feb 14
General Meeting	Mar 4
Commodores Cup and Raft-up	Mar 6, 7
Billy Bone's Race	Mar 20
Schooner Cup	Mar 27, 28
General Meeting	Apr 1
Wooden Boat Center Festival	Apr 3, 4
April Fools Regatta and Raft Up	Apr 17, 18
General Meeting	May 6
Yesteryear Regatta	May 15
General Meeting	June 3
Roller Coaster Cruise - Mission Bay	June 19
PCC Championship	June 26
General Meeting	July 1
Commodore's Ball	July 17
General Meeting (Picnic)	Aug 5
Escort the Star of India (Finest City Week)	Aug 14, 22
Small Boat Messabout	Aug 14, 15
Gorilla Rock Cruise - Los Coronados	Aug 21, 22
General Meeting	Sept 2
Labor Day Cruise	Sept 4
Petticoat Race	Sept 18
Iron Man Race	Sept 19
SWYC Ensenada Race	Oct 1, 2, 3
W.H.O.A. vs AMSS (Dana Cup)	Oct 3, 4
General Meeting (2nd Thurs)	Oct 7
Boat Show - CCYC	Oct 16
Homeward Bound Race	Oct 17
General Meeting (Nominations)	Nov 4
Swap Meet - Sun Harbor	Nov 20
General Meeting (Elections)	Dec 2
Half Pint O'Rum Race	Dec 4
New Years' Eve Raftup - La Playa	Dec 31

From the Vice Helm

Summer is almost over and I can not believe I have not sailed and spent some time at Catalina Island yet. Well, that is where Diana and Rod (on *Freedom*) are! That is why I volunteered to do the Albatross this month. Talking about volunteers, the year is coming to a close and elections are near. Please, if you are willing to be on the Board please approach one of the Board of Directors and let us know!

This month are the Petticoat and Iron Man race. Yes, I am doing both. Only kidding, I have not rigged *Comanche* to single hand yet but the Petticoat is on my calendar. I challenge the ladies of the club to come out and sail, race if you have to. But please, do come out! There will be some new rules this year which will be announced at the September meeting. Nordstrom has been approached for gift certificates. Frederick's of Hollywood may provide some team burgees. Skipper's meeting is on Saturday Sept. 18th, 8:00 A.M. at Southwestern Yacht Club (SWYC).

I am sure our Commodore will be doing the Iron Man race! Please, all macho and machets show up on Sunday. Skipper's meeting at Koehler's at 9:00 A.M. Sunday the 19th of August.

Also coming up before the next Albatross gets out is the SWYC Ensenada Race. What a great race it was last year! There will be an Ancient Mariners' class again this year so let's go south!

The same weekend as the Ensenada Race is also the W.H.O.A. challenge to AMSS for the Dana Cup. Details will be announced at the September meeting.

Deb Dominici, the Commodore of Vice

SEPTEMBER MEETING

Thursday, Sept. 2nd at 7:30 PM at the
Southwestern Yacht Club,
2702 Qualtrough Street
Slide Show-1970s Yesteryear Regattas

The Yesteryear Regatta, a Reverse or Australian Start Race

The first Yesteryear Regatta was sailed off Shelter Island with a traditional start on a very long starting line in 1975. Even in its infancy this regatta was a large event for the AMSS and the number of vessels on the starting line made the start very crowded, perhaps unsafe. Every year since that time the Australian or reverse start has been used for the Yesteryear Regatta. By using numerous, smaller starts we have improved the safety by allowing only yachts of similar sailing abilities on the start line together. Another advantage is that in keeping with the term Regatta all racers will have a chance to see all other entrants as the faster yachts are forced to sail through the fleet. In a traditional start the faster A Class racers would only be seen at the start and would have an unfair advantage at the keg of beer before the slower classes arrived at the awards party. Other large races in our area such as the Rum Race Series and the Long Beach (Schooner Association) Ancient Mariners Race also use this type of start. Traditional one or two class starts are used for every other AMSS race so we would like to describe the unique aspects of the Australian start as it applies to the Yesteryear Regatta.

In traditional start races the elapsed time is corrected using a handicap allowance to give a corrected time which determines the order of finish. In a reverse start race the handicap allowance is calculated from the handicaps prior to the race and is given as the starting time. The order of finish becomes the order that the boats will actually be placed within their respective classes. In the Yesteryear Regatta the entire long

course fleet is racing together for perpetual trophies such as first to finish and first on corrected time and so all racers must be handicapped to one standard, in this case the slowest not fastest yacht. For calculation purposes we use an arbitrary handicap of 500 and the first starting time as noon. To generate the starting time for *Sally* we subtract her handicap from 500 and multiply by the race length to get her time correction, thus $500 - 80 = 420$ sec/mi x 12.25 mi = 5,145 sec or 85 min and 45 sec. *Sally's* start time is then about noon plus one hour and 25 min or 13:25. All other start times are generated in the same manner. In order to generate correct start times and thus an equal chance to compete for the overall trophies the racer must start on the time dictated by their individual handicap.

The classes for the Yesteryear Regatta have evolved to group vessels of similar characteristics and performance together to give the closest possible class competition. The classes are currently: Class Racing A, handicaps *0-150, Class Racing B, handicaps *150-200, (marconi) Sloops and Cutters, handicaps 200-600, (marconi) Ketches and Yawls all handicaps, Gaffers all handicaps, Schooners all handicaps, and Short course classics all handicaps.

The A class racing fleet is generally composed of 8, 9, and 10 meter sloops, Cal 32s, and PCCs and generally represent fast boats or offshore races. The B racing class is represented by the inshore racers or smaller class boats such as 5.5 and 6 meter sloops, K-38 sloops and PCs. The Sloops and Cutters are represented by cruising sloops generally of handicaps over 200. The gaffers are group together due to

similar sailing characteristics of their rigs. Likewise the Schooners are grouped together due to the special sailing characteristics of that rig. The Short course classics are smaller, possibly undecked traditional yachts. These classes have generally grouped yachts of similar handicaps and thus sailing characteristics together. An exception to this is the schooner class which can group vessels of widely different performance and thus have racers in the very first start (eg *Geraldine*) and in the last start (eg *Kelpie*).

The boundaries of these classes are not fixed or in any way absolute and there have been examples of marconi ketches and yawls in Classic Racing A. Examples of this are *Pacifica*, *Osprey*, and *Olinka*. These yachts all have handicaps under 150 and thus could race either Classic A or marconi Ketches and Yawls. As the majority of our ketches and yawls rate between 170 and 400, the previously mentioned yachts have found it more competitive in Classic A fleet and have been allowed to race in that class. It must be noted that the start times of these yachts are dictated by their handicap and not by class. Their start times would be the same if they were competing in the Ketches and Yawls class or in Classic Racing A.

We hope that this brief description of the Yesteryear Regatta helps the membership understand the decision making by the race committee with respect to the Yesteryear Regatta. No handicap assignment or class groupings within this race are made arbitrarily and, in fact, all decisions involve considerable discussion. Respectively yours, the 1993 Yesteryear Regatta Race Committee: C.F. Koehler, Rod Latimer,

Vern Koepsel, Dick Winship, Bill Clark, Jerry Newton, and Doug Graves.

PORT SIDE

by Vern Koepsel



FIRE! There can be no more frightening word when at sea. It is important to have the correct fire fighting equipment on board your vessel whether tied to a dock, or a buoy, swinger to your hook, or at sea. We all should have a plan, well thought out, of what we would do in different circumstances in case of fire on board!

CLASS A: These are common combustibles such as wood, cloth, rubber, and some plastics.

CLASS B: Flammable or combustible liquids including diesel, gasoline, and solvents.

CLASS C: Electric panels, batteries, and hot electrical equipment.

CLASS D: Combustible metal fires.

More on "Fire on Board" in future issues.

COMMITTEE CHAIRPERSONS

Membership	Peter Benton	226-1484
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	C.F. Koehler	222-9051
Cruising	Jon Bates	421-6700
	Krista Champion	435-3643
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T-Shirt Sales	Mark Szczecina	238-9770
Directory	Diana Watson	287-9066
Swap Meets	Kathy Thompson	223-9123

Board meetings are held on the second Thursday of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.