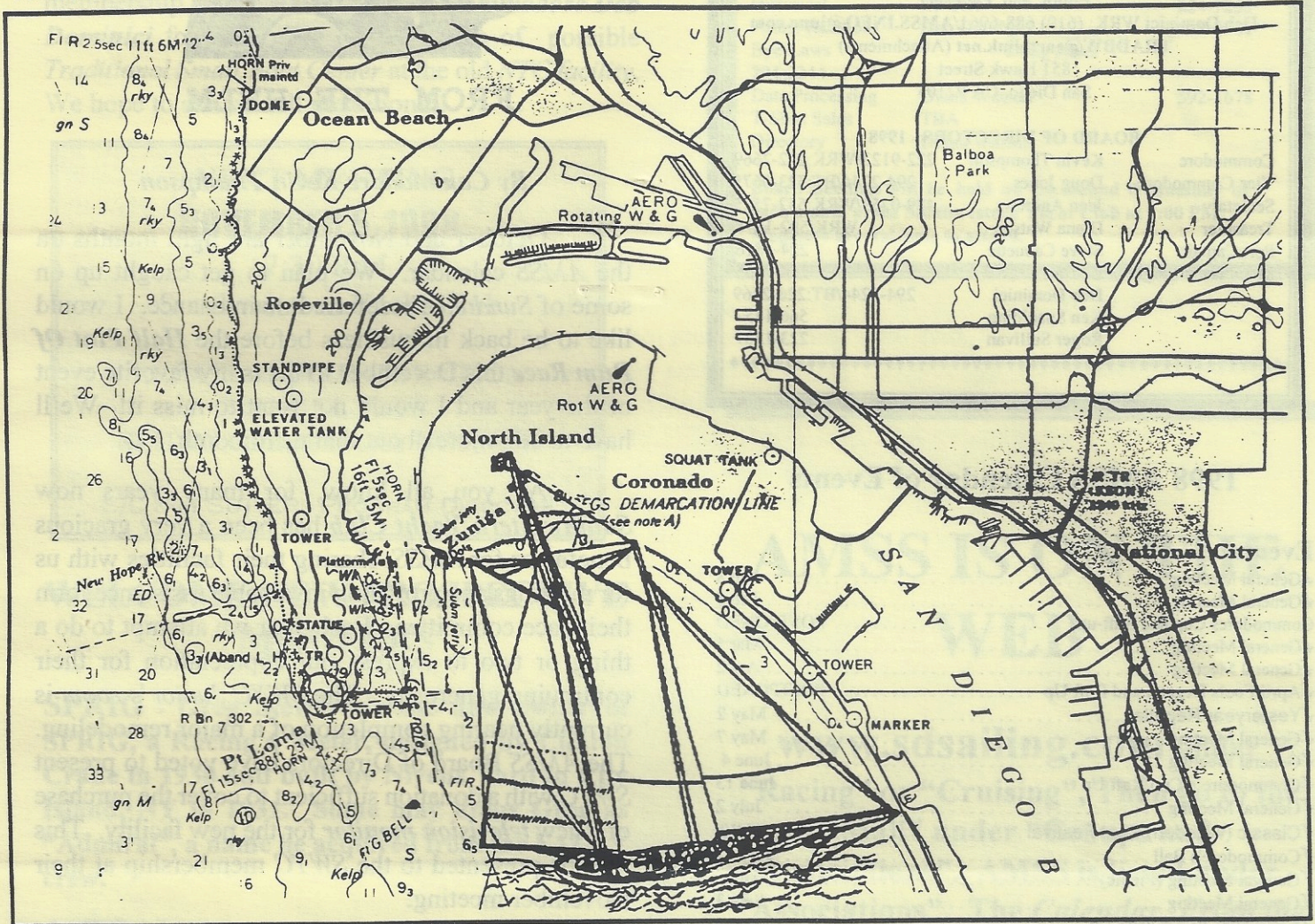


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY Volume 24, Number 11

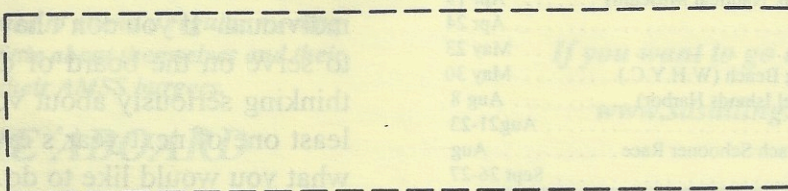
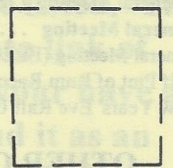
NOVEMBER 1998



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  
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#### BOARD OF DIRECTORS - 1998

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## FROM THE HELM

By Commodore Kevin Thompson

October and November are light months on the *AMSS* calendar. We plan to get caught up on some of *Sundance's* deferred maintenance. I would like to be back in business before the *Half Pint Of Rum Race* this December. This is my favorite event of the year and I would not want to miss it! We'll have to talk more about that next month.

As you all know, for many years now *Southwestern Yacht Club* has been a very gracious benefactor for *AMSS*, sharing their facilities with us for meetings and providing invaluable assistance from their race committee. Each year we attempt to do a thing or two to express our appreciation for their continuing generosity. The *SWYC Junior's room* is currently nearing completion of a major remodeling. The *AMSS* Board of Directors have voted to present *SWYC* with a donation sufficient to cover the purchase of a new *television monitor* for the new facility. This will be presented to the *SWYC* membership at their November meeting.

Thanks to all for turning out in good numbers for our *October Nominations Meeting* and many thanks to all of you who agreed to run for a position on next year's board! The only way that this society can remain vibrant is through the efforts of a number very dedicated volunteers. The more volunteers we have, the less work will be required from any one individual. If you don't have the time (or inclination) to serve on the board of directors you should start thinking seriously about volunteering to assist in at least one of next year's events. Please let us know what you would like to do. The *planning* for these activities is going on *now!*

## 1998 AMSS Calendar of Events

### Events

√General Meeting	Jan 8
√General Meeting	Feb 5
Commodores Cup and Raft-up	POSTPONED
√General Meeting	Mar 5
√General Meeting	Apr 2
√April Fools Regatta and Raft Up	POSTPONED
√Yesteryear Regatta	May 2
√General Meeting	May 7
√General Meeting	June 4
√Commodore's Cup/Raft Up	June 13
√General Meeting	July 2
√Classic (Wooden) Boat Festival	July 11/12
√Commodore's Ball	July 11
√General Meeting (Picnic)	Aug 6
√General Meeting	Sept 3
√Kettenburg Parade/Raft-Up	Sept 6
√General Meeting (2nd Thurs) NOMINATIONS	Oct 8
General Meeting	Nov 5
General Meeting (ELECTIONS)	Dec 3
Half Pint of Rum Race	Dec 5
New Years' Eve Raft Up - La Playa	Dec 31

### OTHER ORGANIZATION'S EVENTS

√Kona Kai's American Schooner Cup	Apr 4/5
√Wild Goose Chase, San Pedro to Newport (W.H.Y.C.)	Apr 11
√Heritage Regatta- Show (Newport Hb. Nautical Museum)	Apr 19
√Newport - Ensenada Race	Apr 24
√Master Mariner's Race	May 23
√Eric Erickson Oil Island Race, Long Beach (W.H.Y.C.)	May 30
√McNish Classic Yacht Race (Channel Islands Harbor)	Aug 8
√Bishop Rock Race (SDYC)	Aug 21-23
√Nautical Heritage Society - Long Beach Schooner Race	Aug
√W.H.Y.C. vs AMSS	Sept 26-27
√S.W.Y.C. Ensenada Race	Oct 2
√The Columbus Day Race, S.D. (W.H.Y.C.)	Oct. 10

While we are thanking people, I would like to thank *Staff Commodore Jim Sutter* for his great presentation on *sources of supplies and services* that we all will require sooner or later for the maintenance/restoration of our vessels. This information is invaluable and will at some point be printed up in a final form and distributed to the membership. Thanks also to *Staff Commodore Deb Dominici* for an update on the status of possible *Traditional Small Boat Center* at the old NTC facility. We hope to see you all next month!

**NEXT MEETING  
NOVEMBER 5, 1998**

7:30 P.M.

Southwestern Yacht Club

**REPAIR AND RESTORATION  
MANUAL PLUS  
SLIDES OF BARBARA HORNER**

S/C JIM SUTTER, PROGRAM DIRECTOR

**COMMITTEE CHAIRPERSONS**

Membership	Steve Caouette	224-7816
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	294-2244
Cruising	Steve Caouette	224-7816
Program Director	Jim Sutter	972-1963
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Historical	Ed Barr	224-7255
Public Relations	Deb Dominici	688-6961
Bye-Laws	Doug Jones	
294-2244		
Data Processing	Diana Watson	592-1678
T-Shirt Sales	TBA	
Directory	Diana Watson	

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

**WELCOME NEW PROSPECTIVE MEMBERS**

**SPRIG** - Greg Stewart is the new owner of SPRIG, a Racing 6 Meter, designed by Clinton Crane in 1930 and built by Nivens Yard in City Island, NY in 1931. Some may know Greg as "Admiral", a name he acquired from the SALLY crew.

**ASTRAL** - Kerry Jo and Ron McClendon are the owners of 39'9.75" cutter rig ASTRAL. ASTRAL was built for the owner of Bath Ironworks in Booth Bay, Maine in 1941. The designer was Winthrop Warner and the builder was Paul Luke. The McClendons are members of the Master Mariners.

*Our prospective members need to attend a regular meeting and tell our membership a little about themselves and their boats, to receive their AMSS burgees.*

**WELCOME ABOARD**

**AMSS IS ON THE WEB**

**www.sdsailing.com** under "Racing" or "Cruising", Then go to the "Mall" under "Groups and Associations". AMSS is listed under "Associations". The *Calendar, From the Helm* plus feature articles are listed. The Burgee will become a photo link of AMSS members' boats. If your have a .JPG file of your boat, send it as an attachment to [tradbw@earthlink.net](mailto:tradbw@earthlink.net)

*If you want to go directly to the site:*

[www.sdsailing.com/amss.htm](http://www.sdsailing.com/amss.htm)



## Race News

The following is reprinted from October's SDYC Main Sheet by permission of the Author, who shall we say took some literary license:

### Bishop Rock Race

**S**an Diego offshore sailing's best kept secret is out! This year's Bishop Rock Race drew a crowd.

From the response and enthusiasm of the skippers and crews at the post race party, next year's race promises to be even bigger.

Conditions for this year's race were not a lot different than in previous years. There was lots of wind early, some dead spots in the early evening, and then more wind. The course this year was laid out with a 14-mile close reach to the La Jolla weather buoy, followed by close reaching and beating to the Rock. On the way back to the finish most boats enjoyed a 10-hour broad reach in 15- to 22-knots of apparent wind. The key to finishing Saturday was turning the Rock prior to 10:00 a.m. Saturday morning. Those that turned the Rock closer to noon on Saturday, a few hours behind the leaders, got hammered by light drifting conditions about 25 miles from the finish. These boats didn't finish until early Sunday morning. All in all it was another great race.

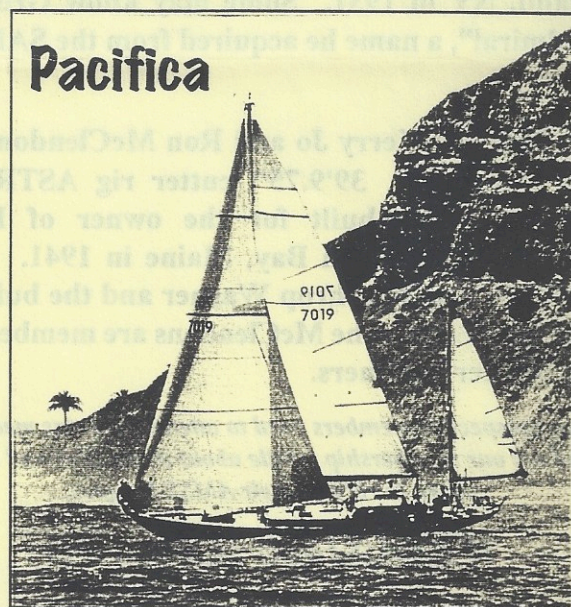
But as they say in show biz, "that is only part of the story." The big story was the long anticipated race between the two giants of San Diego wood boat racing: *Andalé*, the Cal 32 from SDYC, and *Pacifica*, the Sparkman and Stephens yawl from Southwestern Yacht Club. Tension mounted on both

sides as the 11:00 a.m. start approached. As far as the crews were concerned this was a two boat race. All other competitors were incidental to the event. Both boats jockeyed for a superior position. *Andalé* won the start and reached off for greater speed. *Pacifica*, smartly sailed a higher course. Both boats reached the first mark buoy #1 together. *Pacifica* continued on to starboard tack sailing farther out to sea before tacking north. *Andalé* elected to tack to port taking a course closer to shore hoping for a lift. *Pacifica* sailed the smarter course, and turned mark #2, the weather buoy three miles off point La Jolla 20 minutes ahead of *Andalé*.

Needless to say, there was gloom among the crew aboard *Andalé* when they finally reached the weather buoy. Ever buoyant and confident, our intrepid Rear Commodore Bob Spriggs attempted to pick up the spirits of the crew. He peered through the binoculars and spotted *Pacifica* ahead and far to leeward. In a crisp authoritative accent, the British expatriate commented, "She is footing off in a direction taking her far south of the rhumb line. If she keeps that up we will beat her to the Rock." *Andalé*,

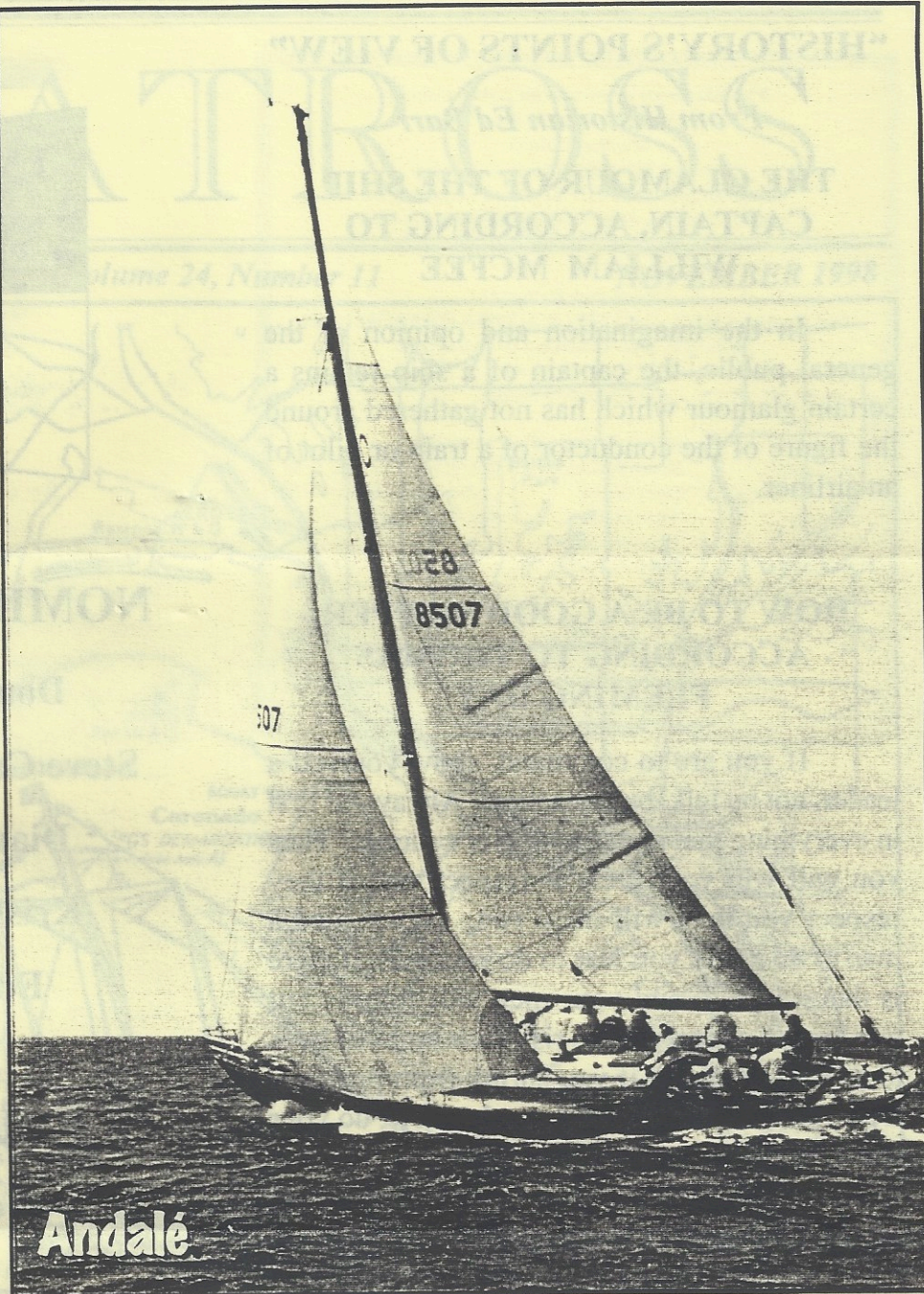
now sailing smartly with a bone in her teeth, was keeping as close to the rhumb as possible. Chris Winnard, a fighter in his own right, commented that when the dark of the night surrounds us *Andalé* would prevail. *Andalé* was now sailing briskly in about 10- to 15-knots of wind. We were beginning to reel in *Pacifica* with greater boat speed and by sailing a higher course.

Just before dark, as we dined on fresh cooked roast pork, the mood was ebullient. Dark was taking *Pacifica* from our view and we settled in for a night of hard sailing. This was a new experience for *Andalé* and her skipper wondered if she was up to the challenge. The first two races *Andalé* was forced to retire because of unwanted water in her bilge. And



now, with a new young eager crew (with the exception of Bob and your author, who were just over 40), *Andalé* was bounding along with new found vigor. About 10:00 p.m. the wind died. It stayed that way until about 3:00 in the morning. Starting softly, the breeze filled in very quickly. We were out of the lee of San Clemente Island. For the next eight hours it was a hard beat to the Rock with good wind and short choppy seas. When daylight broke, *Pacifica* was no where to be seen. When we reached the Rock at 11:45 a.m., it was a sobering feeling that fell upon the crew. Where was *Pacifica*? The question was asked over and over. How could we not have seen her if she had turned earlier? Surely we would have seen her returning. *Andalé*'s crew busied themselves with their morning chores. Pumping bilges, polishing bright work, etc. They were trying to hide their disappointment and fear that *Pacifica* had somehow been able to turn the Rock during the darkness and had slipped by *Andalé* unnoticed.

*Andalé* was now sailing under her big North  $\frac{3}{4}$  kite, blasting along at speeds in excess of ten knots. The Rock was over 10 miles behind us. Ahead we noticed a tall mast head rig coming toward us. Upon further inspection we identified it as a yawl. Voilà! *Pacifica*. What a feeling of exhilaration. At the same time, sadness enveloped the crew. As we sailed down *Pacifica*'s port side, both crews exchanged furtive glances. We could see shock in their faces. We knew we had a race to win, and yet we felt so badly for *Pacifica*'s crew, many of whom had sailed on *Andalé* previously. But that is the way of sailboat racing. Small



changes in crew and tactics can make for big changes in the standings.

We sailed through the day broad reaching and running in 18- to 20-knots of beautiful warm Southern California wind. As darkness fell the wind died. Approximately 25 miles from the finish we began a drift that lasted through the

night. We finally turned the sea buoy at about 6:30 the next morning. A windless flooding tide carried us toward the finish and to victory. The first "woody" to finish, and 11th place overall. A terrific feeling. *Andalé* and her skipper had finally finished a Bishop Rock Race. ▽

DOUG SMITH, *ANDALÉ* SKIPPER

## “HISTORY’S POINTS OF VIEW”

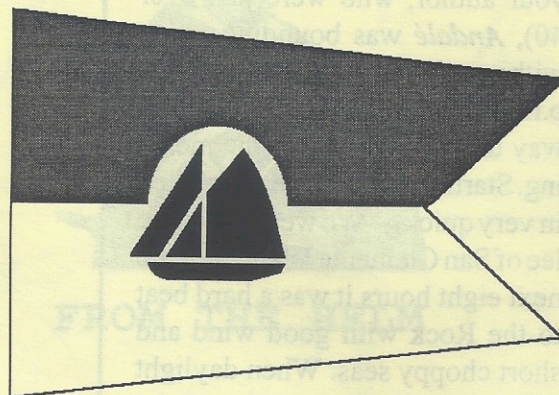
*From Historian Ed Barr*

### THE GLAMOUR OF THE SHIP CAPTAIN, ACCORDING TO WILLIAM MCFEE

In the imagination and opinion of the general public, the captain of a ship retains a certain glamour which has not gathered around the figure of the conductor of a train or pilot of an airliner.

### HOW TO BE A GOOD SKIPPER, ACCORDING TO THOMAS FLEMING DAY

If you are to command, show yourself a leader, not by talk, but by action. Always be first in everything that requires skill or courage. Thus you will win your crew’s respect, and if they respect you they will obey you. Never send a man to do a task you fear to do yourself. If there is danger, lead, and your men will follow; but you cannot expect men to risk their limbs of lives to save your vessel if you shrink from position. Don’t put all the hard work on the crew; do your share of it; also the dirty jobs. If you are working watch and watch, be sure to be the first on deck when your watch is called, and don’t leave it, unless you are sure that the yacht is in safe hands and that your care and skill is not needed.



## NOMINATIONS FOR 1999

**Doug Jones, Commodore**

**Steve Caouette, Vice Commodore**

**Diana Watson, Treasurer**

**Krista Champion, Secretary**

**Ed Barr, Port Captain**

### Members At Large

**Howard (Jack) Dentz**

**Deb Dominici**

**Patrick Langley**

**Charlie Rogers**

**Jack Swendson**

**Kevin Thompson, S/C**

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Larry Kennedy  
Owner

