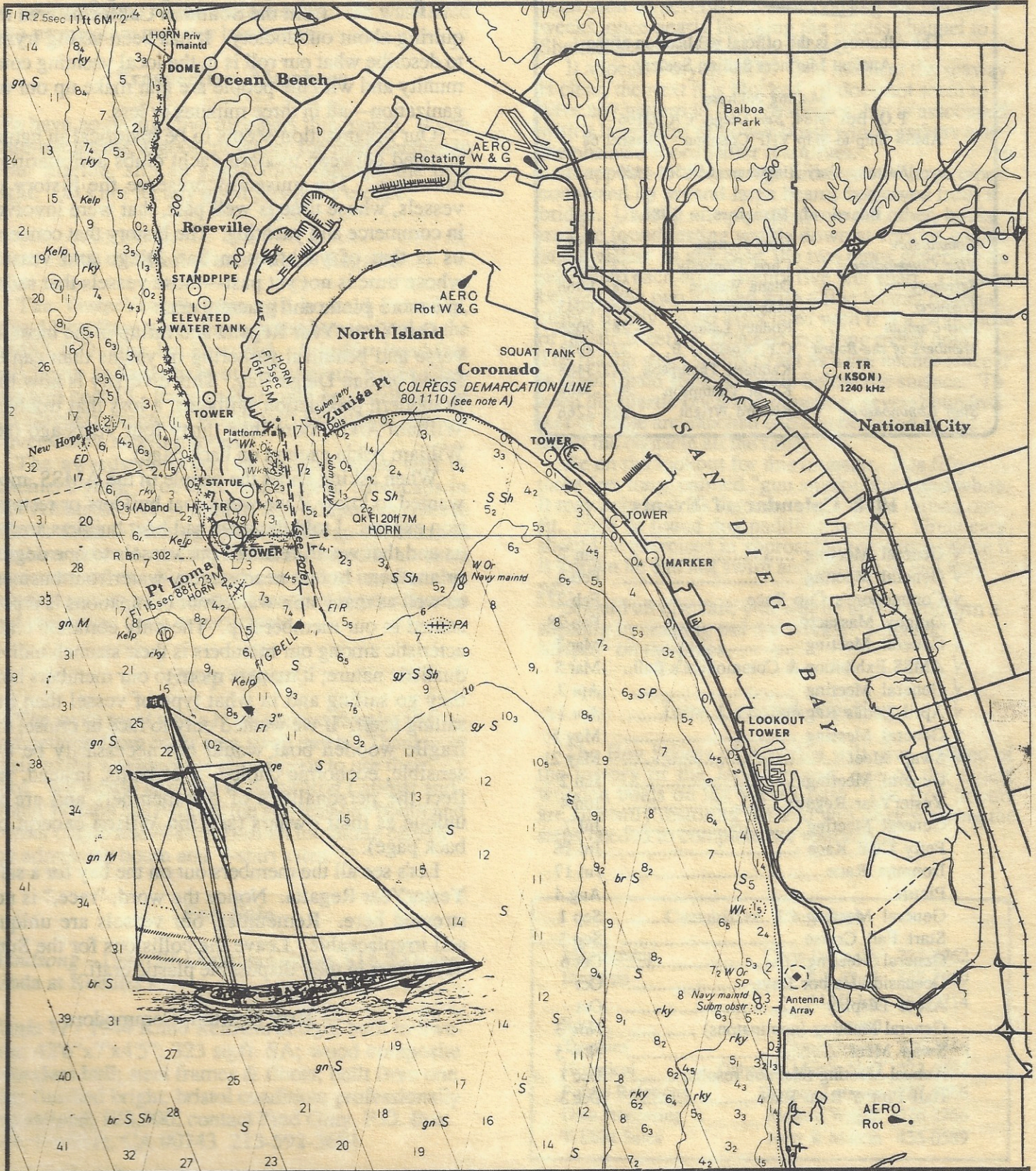
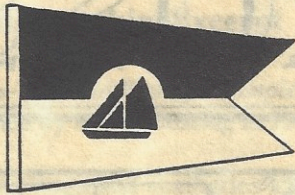


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

JUNE 1988





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

Mailing Address:

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**1988 Calendar of Events**

√ General Meeting .....	Jan 7
√ General Meeting .....	Feb 4
√ Commodore's Cup Race .....	Feb 27
√ Dinghy Massacre .....	Feb 28
√ General Meeting .....	Mar 3
√ AMSS Exhibition & Commodore's Ball..	Mar 5
√ General Meeting .....	Apr 7
√ April Fool's Regatta .....	Apr 17
√ General Meeting .....	May 5
√ Swap Meet .....	May 21
General Meeting .....	Jun 2
YesterYear Regatta .....	Jun 4
General Meeting .....	Jul 7
Petty Coat Race .....	Jul 16
Ironman Race .....	Jul 17
Picnic .....	Aug 4
General Meeting .....	Sep 1
Start Fall Cruise .....	Sep 3
General Meeting .....	Oct 6
Oceanside Harbor Days .....	Oct
Ascot Display .....	Oct
General Meeting (nominatons) .....	Nov 3
Swap Meet .....	Nov 5
Annual Meeting (election results) .....	Dec 1
Half Pint o' Rum Race .....	Dec 3



The Ancient Mariners YesterYear Regatta received some publicity from a calendar of summer events published in the May issue of *WoodenBoat*.

We have been getting phone calls from the Southern California area inquiring about our society. It has been taxing trying to describe what our roll is in the local yachting community and who the people are that make up our organization—all in three minutes or less.

Our organization seems to be historical in nature situated between modern yacht clubs and maritime museums. The museums preserve the history of vessels, whose time is well past, that were involved in commerce and yachting. The history that concerns us is that of yachting in San Diego and vessels whose time is not yet past—those vessels that sailed in a more gentle and graceful era.

Our YesterYear Regatta and raftup is the most diverse and beautiful gathering of yachts than can be found on San Diego Bay. This diversity is now lost in modern production sailboats, a loss that troubled William Atkin more than thirty four years ago (see William Atkin excerpt on back page).

When asking about the people in the AMSS, most wanted to know if we were boat builders or restoration experts. I told them we had boat builders among us and that we all restored our vessels to one degree or another. In fact nearly every waterfront business as well as many non-waterfront occupations is represented in our membership. The only common characteristic among our members is their staunch individualistic nature; it matters more to our members how they go sailing and in what type of vessel than the sailing itself. If we wanted only to race or cruise, the fragile wooden boat would not necessarily be the sensible, economic choice. Our boats, instead, reflect the personalities of our members and are as unique as their owners (see Jon Wilson excerpt on back page).

Let's see all the members out on the bay for a safe YesterYear Regatta. Notice the word, "race," is not stressed here. Remember, our vessels are unique and irreplaceable. Leave the collisions for the Sunday sailors in their disposable plastic craft.

— Jerry Newton, Commodore

# Welcome Aboard

## New Members

There are no new members. George Richardson of Sausalito has not been able to get down to San Diego to be introduced to the membership. He was listed as a prospective member last month.

## Prospective Members

We have no prospective members this month. If you stumble across a good prospect for membership in your marina, slip an application through the port light. Let's not let any good prospects escape.

## 14th Annual YesterYear Regatta

The YesterYear Regatta will be held Saturday, June 11th. Race entry forms must be received at the AMSS P.O. Box by June 2nd. A buffet breakfast will begin at 8am sharp at Silver Gate Yacht Club and will cost \$5. Race packets will be distributed at the skippers meeting, which will be held at 9am in Silver Gate's meeting room.

The awards presentation and barbecue will in Koehler's yard. You will find a list of handicaps in this Albatross. If you have any comments, please submit them in writing to the handicap chairman at the June general meeting. Also enclosed is an extra race entry form. If you have sent one in, give this one to a non-member ancient mariner in your marina and encourage them to participate.

## Swap Meet

The swap meet was a huge success despite the competition from other area swap meets. Thanks again to the Koehlers for allowing us to use their yard. We would also like to thank Rod Latimer and Diane Watson for running the concessions booth and Donna Giglio and Marcia Hilmen for taking care of the admission booth and T-shirt sales.

## For Sale

*Windsong* - 1941 30' Dunnigan sloop; \$16,500; see Linda at Koehler's

*Vanja VI* - 1944 Knud Reimers design; built in Sweden; 42'6"x7'x4'5"; 323 sq.ft. SA; wood composite wineglass hull; steel frames & floors; built from one tree; finished bright; bristol condition; professionally maintained; \$22,500; contact Fred Gray, P.O. Box 489, Surfside, CA 90743 213-592-3601

## PORT SIDE by Rod Latimer

**Channel Obstacles** — Caution should be exercised when sailing San Diego Bay over the next couple of months for a new type of obstacle that is popping up without warning. This new obstacle has been seen on several occasions during the last two weeks, once nearly blocking the access channel to Shelter Island near La Playa Cove.

It appears very quickly. One moment the seaway is clear, the next it is blocked. It does not seem to have any pattern to its appearances, but is associated with a large fleet of power boats which gathers near the obstacle shortly after it appears.

It appears to the average sailor as two large pipes connected by several large beams borrowed from a bridge. Usually one pipe is above the other, but is may be found resting upside down at various angles in the water. In any case, the two pipes generally lie parallel to each other twenty five feet apart. The area between the two is filled with a fine fishnet material strung tightly. Also associated with it is a large piece of plastic sheeting, attached to a long metal pole. The plastic sheet seems to act as a sea anchor since it is often found sticking down below the surface. To keep the plastic open and dragging, several hundred feet of cable are attached and can be found in and about the obstacle all the time.

Be on the lookout for this monster. It is fifty-three feet long, painted "gun smoke blue" and white. It may help to look for a man in a white sailing outfit. He'll be found dog paddling nearby. Great care should be exercised in approaching this man, since it is known he can not swim and may be in bad temper.

Should all else fail, you will be able to confirm a sighting by making out the works, "Stars and Stripes" on the pipes.

## June General Meeting

The Boy Scouts of America will give a video of the history of the Jade Dragon, one of the oldest wooden boats on the West Coast. The Boy Scouts are currently restoring her and will be describing the steps needed to complete her restoration.

### Committee Chairmen

Membership	Chris Donnelly	223-4762
Handicap	Bill Clark	542-1229
	Al Hislop	565-9214
Race	(open)	
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	436-0589

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## William Atkin Excerpt

(Excerpted from *How-To-Build Plans for Simple Speedy Seaworthy Craft*, published by Motor Boating in 1954)

Today most sailing boats and auxiliaries look much alike, and excepting in size, indeed are alike. Looking over any yacht anchorage what does one see? Many motor boats, to be sure; but look especially at the masted yachts. How many of these there are rigged as knockabouts, yachty craft neat as pins, each carrying a single mast, a jib-headed mainsail and a single headsail, the latter properly called a staysail; and nearly every one without a bowsprit. Undoubtedly these single stickers serve their owners well, swell the number of boats in dozens of one design classes and contribute their share to the pastime of boating.

Unfortunately their multiplicity and sameness casts over our anchorages a shadow of production-line regimentation which has the power to slowly stifle original thought, individuality and character in the design and construction of wholesome-shipshape sailing and motor boats.

Our anchorages, with few exceptions, all look alike. Her are the big and little sisters of the very boats we sailed amongst last week; yes, the same tall masts, the jumper struts, the masthead fittings, the neatly turned bows and sterns, the bow-string gleaming standing rigging, the dainty turnbuckles, and the ubiquitous permanent back stays. And there, wherever one goes, will be found other nearly identical sisters. I have no quarrel with boats of this particular type. In fact I appreciate their value to the pastime of sailing. My feeling is that there are far too many of this all-in-one-type of boat. Their owners and crews may be very proficient in sailing and racing jib-headed knockabouts but, because of one-sided experience, know little about handling, say, a gaff-rigged schooner, a Friendship sloop, a sprit top-sail cutter, a wholesome center-board cat boat, a ketch double-ender, or a piragua. I am much surprised to find that many of our one design class sailors always call a stay-sail a jib, that they are unacquainted with reefing nettles, call tablings "hems," know nothing about watch-tackles, cannot splice cordage or wire rigging, and if confronted with hoisting a gaff-headed sail would know how to properly set the sail. These yachtsmen are specialists in one small branch of the art of sailing; they are, however, not seamen.

And because they are one-sided sailors they miss the joy and interest there is in handling various rigs, and boats of widely different characteristics; and, by the same token, they have no way of learning from experience how many wonderful sailing rigs there are and how many different varieties of boats there are. I am not suggesting that one should sail one type of boat one season, turn to another type the following season, and, as seasons come and go, skip from deck to deck of every sort of sailing craft there is.

But I do suggest that in this era of quantity production, and therefore more or less collective thinking, we would do well to scan the horizon for boats, and other things as well, which are

not in any sense of the word ordinary, common, nor alike. Boats and houses are now the only products which can be designed and built to exactly meet the requirements of an owner. Both these products can be, and usually are, built by small concerns, especially, I might add, boats. And the latter at costs which compare favorably with any units produced by, so called, production-line methods.

## Jon Wilson Excerpt

(Excerpted from Jon Willson's editorial in the May/June 1988 issue of *WoodenBoat*)

The very essence of the individuality which seems to lie at the heart of wooden boat folks was brought swiftly home to me recently. While on a week's vacation in the Caribbean in March, I had the wonderful opportunity to view four idyllic anchorages in the distance from our hosts' veranda. Each evening, as these anchorages filled, I felt a mixture of envy and relief—the latter at not having to deal with what was undeniably a crowd of boats. But as I watched, I gradually became aware that most of these boats, belonging to the bareboat charter fleets nearby, were either identical to each other or very close in style and appearance. With few exceptions, all four anchorages were crowded with the same boats. It was striking how homogenized it all seemed, and how especially strange it was in "Paradise." (Mind you, I'd have little trouble with the notion of chartering a glass boat for a tropical vacation—I know of no wooden bare boats there.) This is not meant as a criticism of the boats. Rather, it is an observation of how easy it is for individuality of boat—and therefore skipper—to be diluted by "market" forces.

I was reminded once again that those of us who love wooden boats have something unique and fragile to preserve and protect. If nothing else, it is the quality of grace and beauty on the water. But there is more than this. In fact, there's a parallel in nature herself, with her unending variations on individual themes. Those who study the natural systems of our planet know how crucial these variations are to the strengths of the systems. If we can see wooden boats as a species within a system, we can find a larger purpose in their preservation—even if their habitat is limited.

An anchorage in Paradise overflowing with the richness and diversity of wooden boats is a tribute to our individuality and strength. If you can make your way to one or more of these gatherings this year (He is referring the calendar of summer events published in this issue of *WoodenBoat*. - Ed.), you'll be reminded, I hope, of this richness. Do anything you can to protect it from extinction.