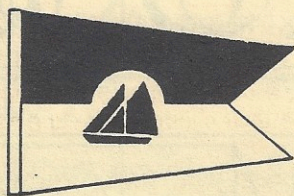


ALBATROSS

ANCIENT MARINER'S SAILING SOCIETY of San Diego

JANUARY 1987





The Albatross is the official publication of the Ancient Mariner's Sailing Society of San Diego.

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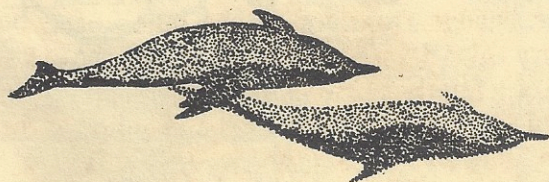
Editor Gary Blackman

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1987 Calendar of Events

General Meeting	Jan 8
General Meeting	Feb 5
Commodore's Cup Race	Feb 28
& raft up @ La Playa Cove		
Dinghy Massacre	.....	Mar 1
	(no meeting in March)	
Commodore's Ball	.....	Mar 8
General Meeting	.....	Apr 2
April Fool's Regatta	.....	Apr 4-5
& raft up @ Mariner's Cove		
General Meeting	.....	May TBD
Swap Meet	.....	May TBD
General Meeting	.....	Jun TBD
Yesteryear Regatta	.....	Jun 12
Maui Race	.....	Jun 20



"To preserve and promote interest in vessels of ancient and/or classic design." That's what we are about. Add to that the membership approach to having good fun on the beach and sportsmanship in friendly competition and you have the makings of one of the finest yachting endeavors in San Diego.

As your Commodore, I look forward to caring for the tiller in 1987. The Board you've elected is dynamite. The combined philosophy is to present a smooth operating balance of events and information to the membership to pursue our common objective of using our boats. Look for a little more structure in race packets, earlier starts in meetings and a diverse array of presentation topics... all intended to preserve your valuable time and to help with the care and feeding of your vessel.

The news of the month is that The Ancient Mariner's Society is now land based! Through the efforts of our past Commodore, Lonnie Lynch, and the generosity of member, C.F. Koehler, Jr., we have a place to display our trophies and maintain permanent records. This also gives us the right to join the San Diego Association of Yacht Clubs, which has its own benefits. More on this as the year unwinds.

Handicaps are still a topic of conversation whenever two or more Ancient Mariners meet. The source of the existing handicaps goes back to prior entry forms and committee judgements. When the list is published in the upcoming directory, you'll have a good idea of how you rate against your perceived peers. Remember, in any race, multiply the difference between your rating and the scratch boat's rating times the course length (in miles) to get the total number of seconds that you subtract from your elapsed time. Note that 150 is the break point between the racing and cruising fleets. Got any questions on your handicap? Come to the January meeting to hear San Diego's PHRF expert, Ed Cotter, speak on the subject.

Richard Wright, Commodore

January Meeting

Ed Cotter, Fleet Captain of PHRF, author, Bermuda Race veteran, and retired Coast Guard Captain, has graciously accepted our invitation to speak on the art of handicapping sailboats. Remember the saying, "Don't judge a man, until you've walked a mile in his shoes?" Here's your chance to look over the shoulder of a handicapper and discover the method to his madness. This should be an interesting program. Let's give him a good welcome! Be there!

WELCOME ABOARD

New Members

Edwin & Beverly Stivers
P.O. Box 573
Bonita, CA 92002

Sponsors: Doug Smith & Bill Clark

Orion is a 56' Olin Stephins yawl designed and built in 1934.
(See accompanying article)

Prospective Members

James C. Tingley
943 Armada Terrace
San Diego, CA 92106

Sponsors: Stuart & Susan Smith

Jim owns Golden Arrow, a 26' X 7' X 4' yawl. Her hull is fir on oak. She was designed in 1901 by Thomas Day and built in 1939.

Robert & Julia Morris
943 Armada Terrace
San diego, CA 92106

Sponsors: Stuart Smith & Chris Frost

Robert & Julia own NO-KA-OI, a Matt Walsh Common Sense 28. Designed and built for Matt's daughter in 1933, she is hull #1 of 7. Hull #3 of this class competed in the 1935 Trans-Pac Race and was the smallest yacht ever to complete the race. NO-KA-OI is carvel planked mahogany on oak.

Announcements

- So that members with a long drive home can arrive at a decent hour, general meetings will start at 7:30 pm with social (half) hour starting at 7:00pm in the bar.
- Beginning January 1st the AMSS initiation fee will be \$50 and will include the burgee. Annual dues will remain at \$25 and are due January 1st! If your dues are not received by February 1st, you will have to reapply for membership!

Live and Let Live

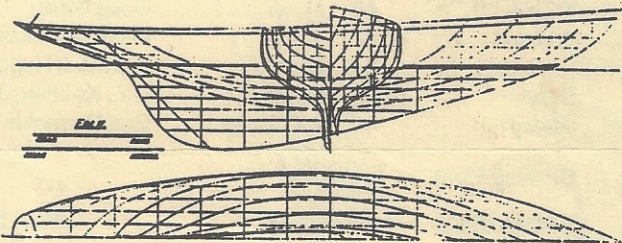
At the start of the Half Pint o' Rum Race one of our boats let fly with a verbal barrage, which included profanity, at a skipper who had just backed out of his slip at SWYC. The outburst embarrassed other AMSS skippers nearby, one of whom felt compelled to seek out the offended skipper, a past fleet captain of PHRF, and apologize to him on behalf of our club. Common courtesy, a spirit of cooperation, and our club image is the issue, not right of way. Be mindful of others and have fun out there.

Orion

(Editor's Note: The following description of *Orion* was excerpted from *Uffa Fox's Second Book*, published in 1935. I hope you find this style of writing as interesting as I did. Why can't the English teach their children how to speak?)

Olin Stephins designed *Edlu* (now *Orion*) and Nevins built her in 1934 and that same year saw her win the Bermuda Race with Bob Bavier as skipper. This win in her first season and only three weeks after she was completed shows that she is a fast piece of wood, for she is built of wood, her planking being of 1 3/4 in. mahogany upon 2 3/4 in. by 2 3/8 in. oak frames, steamed to shape. Her main keel is of oak, and is 6 3/4 in. by 22 in. wide, tapering fore and aft to suit her shape, and below this her 8.3 tons lead keel is hung by 1 3/4 in. Everdur bolts. The construction plan shows that, instead of the usual galvanized steel floors, *Edlu* has bronze floors, in way of the mast, and these do away with the galvanic action which is set up by mixing lead keels, bronze bolts and steel floors, so that though the first cost is slightly more this is saved in after years on upkeep... *Edlu's* hanging knees are also of bronze and flanged to the frames and deck beams.

Edlu is one of the earliest vessels built to the new American Rule for the Bermuda Race and her generous beam is the result of the change. In this rule the changes are generally speaking excessive, and it is almost always so, whether it is in the Government of countries or of yacht racing.



Edlu's overhangs are short, the bow and stern sections being nicely V'd, and so harmonizing with each other, her bilge is high and wide so that her sections throughout her length are good to look upon.

The buttocks, diagonals and water-lines are all expressive of ease, and are very similar, for there is very little change from one to the other, each line being very like its neighbour, so that they look exactly like a family of brothers or sisters, all varying in size and shape yet all very alike, and united as they are, make *Edlu* the fine craft she is.

The Early Years

by Doug Smith

(Editor's note: This article first appeared in the February, 1984 issue of the Albatross. Since quite a few new members have come aboard this past year, including yours truly, I thought it appropriate to reprint it.)

In 1974 Bill Clark and I had what we thought was a great idea. Bill, a local boatbuilder with a particular skill in the building of wooden boats, owned a modified Herrshoff design which he had built and called the "Clark 31." Bill's boat was the *Salud*. I owned *Aloha*, a 40' "R" Class sailboat. Our idea was to stage a classic boat race in San Diego, similar to races held in other parts of the country.

The purpose of forming the organization was to preserve and promote the use of sailboats of ancient vintage and/or classic design. "Ancient vintage" was defined as any vessel built prior to 1941. "Classic" was defined as that which has withstood the test of time. We felt that 1952 should be the cut-off year for a classic boat. That year was the end of an era of heavy displacement, long overhang, short rigs, narrow beam, etc. designs.

If a boat was built later than 1952, it must have been built to designs that epitomized the feelings of the earlier era. We felt by allowing boats adhering to these standards we would enhance the longevity of the association.

We realized the interpretation of "classic" could pose

some problems. In order to protect the integrity of the organization, we had many discussions to develop some standards that we could use in judging acceptability for membership. From these discussions evolved a point system giving credit for age, rigging, design, construction material, etc.

The Ancient Mariner burgee was designed Mike York, an employee of Bill Clark's. When the flag was completed it was noticed that the boat was facing backward. This was indicative of how the AMSS was going at the time. When we had the burgee corrected, it seemed as if the AMSS started moving in the right direction.

Our first big media event was the May Regatta in 1975. As Commodore, I took the position that it was not what we were, but what others thought we were! With this thought in mind, the "hype" began. The 10 or 15 members we had at that time distributed flyers on the docks. Letters were sent to sailing magazines, interviews were given to the local media, etc. It soon became evident to the yachting community that the AMSS was a well organized group that was going to bring San Diego the largest gathering of classic yachts ever to be seen here. We had become a legitimate yachting organization!

That first regatta had close to 100 entries, many from out of town. Southwestern Yacht Club allowed us to use their club to host the event. The awards banquet was attended by over 1200 people. We had made the first AMSS regatta a success!

Half Pint o' Rum Race

December 6, 1986

Racing Fleet

<u>Vessel Name</u>	<u>Description</u>	<u>Owner (s)</u>	<u>Rating</u>	<u>Elapsed</u>	<u>Corrected</u>	<u>Position</u>
Cloud Nine	51' sloop	Jack Bone	78	2:20:13	2:20:13	1
Andale	46' sloop	Doug Smith	150	2:46:29	2:31:49	2
Whisper	42' sloop	Michael Williams	150	2:51:10	2:36:30	3
Nirvana	64' cutter	Margie & Hugo Carver	86	2:41:50	2:40:13	4
Sally	59' sloop	C.F. Koehler, Jr.	94	2:46:33	2:43:18	5
Janley	46' frac sloop	Bret Reynolds	108	3:05:41	2:59:36	6

Cruising Fleet

<u>Vessel Name</u>	<u>Description</u>	<u>Owner (s)</u>	<u>Rating</u>	<u>Elapsed</u>	<u>Corrected</u>	<u>Position</u>
No-Ka-Oi	30' cutter	Bob Morris	240	3:04:42	2:54:33	1
Sea Witch	35' gaff ketch	Jack Cabeen	360	3:44:50	3:10:19	2
Skara	22' 3/4 sloop	Richard Hope-Simpson	300	3:33:00	3:10:40	3
Queequeg	21' cat	Gary & Glenda Blackman	350	3:44:10	3:11:41	4
Skrimshaw	38' schooner	Dennis Daust	240	3:50:25	3:40:16	5
Sea Brig	30' ketch	Rodney & Diana Latimer	300	4:05:48	3:43:28	6
Mischief	37' schooner	Stuart & Susan Smith	190	3:43:35	3:43:35	7
Maid of Kent	30' schooner	Jerry Newton	450	4:45:00	3:52:13	8
Kauwee	32' ketch	Chris & Sue Donnelly	240	DNF		

The race course was 12.2 miles long. Talk about windy! Doug Smith's instruments indicated a steady 20 knots with gusts to 28 knots. It was a real slugfest getting to the windward mark. The only reported damage was a broken boom on Skara. You wouldn't know it from the performance she turned in though. There were exciting moments at the finish. Queequeg was closing fast on Mischief's dinghy, but yours truly couldn't get the daggerboard up in time to beat her. Sally's dinghy submarined and dragged her crew neck deep in the drink before he let go and swam in for the finish. It seems a good time was had by all.