

ALBATROSS

I saw my first Albatross by Deb Dominici

Doug, *Pacifica*, and delivery crew (including Mom, Ginny Jones) left today (7/28/99 at 12:45 PST) from Hanalei Bay, Kauai to go to the NW Coast. The crew will be sending e-mail messages to me during their passage. Doug and I, with the help of the crew did the clean up and fix it chores plus re-provisioning for the trip east that lasted until last Wednesday night (7/21) when we left for Hanalei Bay. We crossed, beam reaching, at 8.5 knots with the mizzen and #3 jib up only. Doug's Mom

said the passage from Oahu to Kauai was the worst she has ever been on. Ginny has a tremendous amount of sea time so we are talking really bad. I did not have the heart to mention the first four or five days of the delivery home would be more of the same. I am so very grateful that I got to spend four days in Hanalei Bay. It was a beautiful bay and Kauai is by far the most beautiful of the Hawaiian Islands. I feel as though I did get a

(Continued on page 4)

Inside this issue:

Transpac	1
From the Helm	1
Calendar and Club Information	2
Port Captain	3
Parade Pictures	5, 6

From the Helm by Steve Caouette, Vice Commodore

Get ready for the Boat Show coming on the 14 and 15th of August. This will be another fun weekend. If you are not bringing your boat come to the party on Saturday night.

This year we will feature the 134', 1904 steam boat *Medea* but in spite of that we are still short of boats. So folks, you need to call me soon!

Included in this year's show are free tug boat and steam boat rides.

Randy Ames is helping with the small boat - out of the water - show and it looks like we won't be able to see any part of the lawn this year. Way to go, Randy!

Doug Graves is really busy getting the trophies and participation plaques ready. You can just imagine what they will look like. Thanks Doug!

The vendor slots are filling up. We should get 35 to 40 vendors this year by calling every day. So if anyone knows people that would be interested in selling their products, please have them call me.

Don't forget Shelter Point Marina is charging \$3.00 for parking, so if you don't need a car, don't bring it. The cost to enter the show for adults is \$5.00 and kids under 12 is \$3.00.

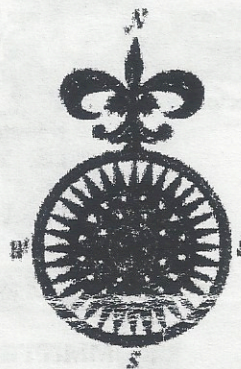
Don't forget we need volunteers for the gate. I will call everyone 3 or 4 days before the show to tell you what time to bring your boat on Friday, August 13th. I hope no one is superstitious!

Please call Kevin Thompson to get tickets for the dinner or bring a check to the August picnic meeting. The cost for the dinner is \$28 per person. It was a really nice way last year for the club members and guest boat owners to get together away from the crowds.

Let's make this Classic Boat show a big success!

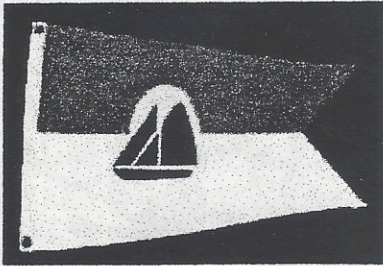
It is very sad that we did not get the AMSS participation for the Tall Ship event. Our club hosted the Canadian Ship *Concordia* and what a job it was - one gang plank on and one off, and the line up to 1.5 hours long. I want to thank Ed Barr, Jim Sutter, Jennifer Jobe and

(Continued on page 5)



**Next Meeting:-
August 5,
1999, 6:00pm.
The PICNIC
MEETING! On
Shelter Island
just west of the
Boat Ramp.**

ANCIENT MARINERS SAILING SOCIETY



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

Mailing Address:

P.O. Box 6484, San Diego, CA 92166

AMSS Ship-to-Ship VHF Common - Channel 68

General Meetings: First Thursday of every month at:
Southwestern Yacht Club, 2702 Qualtrough St., San Diego.

Editor and Publisher

Deb Dominici WRK: (619) 688-6961/AMSS.INFO@juno.com

TRADBW@earthlink.net (Attachments)

851 Hawk Street, San Diego, CA 92103

Assistant Editor (for August) - Diana Watson

BOARD OF DIRECTORS 1999

Commodore	Doug Jones	294-2244/ BT:523-0675
Vice Commodore	Steve Caouette	224-7816
Secretary	Krista Campion	435-3643
Treasurer	Diana Watson	226-0478
Port Captain	Ed Barr	224-7255
Directors:		
	Howard (Jack) Dentz	(760)967-8601
	Deb Dominici	294-2244/ BT:226-2469
	Patrick Langley	787-1181
	Kevin Thompson	222-9123/ WRK:222-2669

COMMITTEE CHAIRPERSONS

Membership	Kevin Thompson	222-9123 222-9123
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Rod Latimer	226-0478
Cruising	Patrick Langley	787-1181
Program Director	Jim Sutter	972-1963
Trophies	Doug Graves	226-3446
	Ted Stearns	287-4125
Historical	Ed Barr	224-7255
Public Relations	Deb Dominici	688-6961
Bye-Laws	Ed Barr	224-7255
Data Processing	Diana Watson	226-0478
Directory	Diana Watson	226-0478

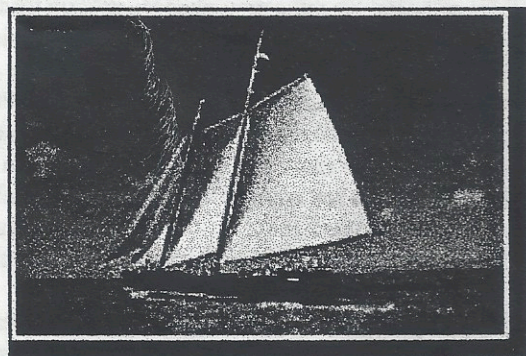
Board meetings are held on the first Tuesday after the Thursday Regular Meeting of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.

AMSS EVENTS

✓ General Meeting.....	Jan 7
✓ Commodores Cup and Raft-up.....	Jan 30
✓ General Meeting.....	Feb 4
Jack and Jill (CANCELLED !!).....	Feb 13
✓ General Meeting.....	Mar 4
✓ General Meeting.....	Apr 1
✓ April Fools Regatta and Raft Up.....	Apr 3
✓ General Meeting.....	May 6
✓ Yesteryear Regatta.....	May 8
✓ General Meeting.....	June 3
✓ Kettenburg Regatta.....	June 13
✓ General Meeting.....	July 1
Catalina Cruise.....	TBA
General Meeting (Picnic).....	Aug 5
Classic (Wooden) Boat Festival.....	Aug 14/15
General Meeting.....	Sept 2
Ironman/Petticoat Race.....	Sept 18
General Meeting (NOMINATIONS).....	Oct 7
General Meeting.....	Nov 4
Commodore's Ball.....	Nov 13
General Meeting (ELECTIONS).....	Dec 2
Half Pint of Rum Race.....	Dec 4
New Millennium Eve Raft Up - La Playa.....	Dec 31

OTHER ORGANIZATIONS' EVENTS

✓ American Schooner Cup	March 20/21
✓ Wild Goose Chase (WHYC)	April
✓ Heritage Regatta/Show	Apr 18
✓ Newport - Ensenada Race	Apr 23
✓ Luders Invitational	May 15
✓ Master Mariner's Race	May 22
✓ Eric Erickson Oil Island Race (WHYC)	May 29
McNish Classic Yacht Race (Channel Islands Harbor)	Aug 7
Giant Messabout (Scuzbums)	Aug 18-22
Bishop Rock Race (SDYC)	Aug 20-22
Long Beach Schooner Race	TBA
W.H.Y.C. vs AMSS	TBA
S.W.Y.C. Ensenada Race	Oct 1



WE ARE ON THE WEB AT WWW.
SDSAILING.COM/AMSS.HTM

From Port Captain and Historian – Edward S. Barr

WHICH BRINGS TO MIND:

The finish on a boat is one thing; the performance of a boat is another. When push comes to shove, the boat itself will see you through a foul day at sea, not the depth of the varnish or the freshness of the paint.

A HEADROOM RULE OF THUMB:

Headroom under the main boom is worth much more than the headroom in the cabin.

A MATTER OF PRIORITY ACCORDING TO WILLIAM ATKIN:

I once designed a big boat for a very wealthy man. In the engines he took a mild interest. In the materials he seemed little interested. In the painting he acquiesced in the whims of his wife. In the furnishing the words of an interior decorator were those of wisdom. But when it came to the toilet rooms, boy, then he shone! Sort of a hobby of his were toilet rooms: tiles, fitted with showers, hot and cold water, salt or fresh, and push buttons to start water flowing.

A COMPANION WAY RULE OF THUMB:

An offset companion way is worth much, much more than a companion way in the center line, as one is less likely to become brained by the boom when emerging from the hatch.

THE COMMANDS OF JOSHUA SLOCUM:

Washington – bark
 Constitution – barkentine
 Benjamin Aymar Pato – schooner
 Amethyst Northern Light – full rigged ship
 Aquidneck – bark
 Liberdade – sampan-rigged dory
 Spray – sloop, later yawl

THE BOOKS OF JOSHUA SLOCUM:

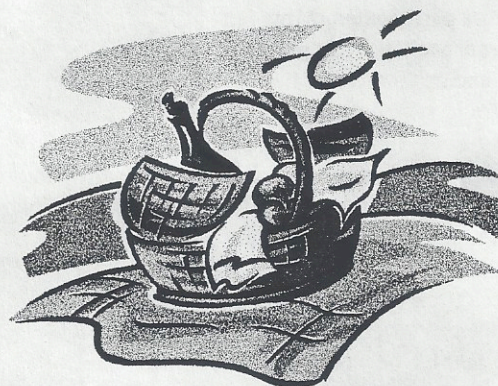
Voyage of the Liberdade, 1890
 Voyage of the Destroyer from New York to Brazil, 1894
 Sailing Alone around the World, 1900
 Sloop Spray Souvenir, 1901
 Around the World in the Sloop Spray, 1903 (abridged version of Sailing Alone... for school use

August Picnic...Cookout...Bonfire...No meeting!!

This is the month for our annual picnic meeting. The club provides the meat, buns, charcoal, plates, forks, and condiments. You need to bring a dish to share and whatever you want to drink.

The picnic will start at 6:00 pm on the beach at Shelter Island, just west of the boat ramp.

Also bring your faded burgees for the annual burgee contest and ritual burning of the burgees, with the Burgee Prayer.



BURGEE PRAYER

‡ In as much as these torn burgees have flown over noble vessels, representing the finest era of boat craftsmanship, and a bye-gone time of traditional elegance;

‡ And in as much as these burgees were raised over vessels by men and women who have dedicated themselves to preserving and restoring these fine and graceful classic yachts;

‡ These burgees have earned the honor of a respectful and propitious burial in fire.

‡ May their fine ash enrich the ground where great and soaring trees might rise;

‡ And may such a tree someday become a towering mast and fly the burgee of the Ancient Mariners.

Long Live Ancient Mariners!

I saw my first Albatross (Continued)

(Continued from page 1)

mini vacation by spending some time there.

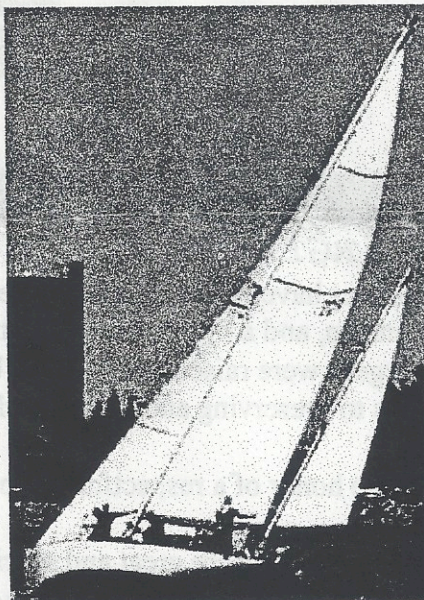
The Transpac Race: *Pacifica* held up like a champ after the race. There were no stress marks in the hull and it appeared as fair as the day *Pacifica* left San Diego. The sail inventory and the crew were a little worse for wear. The brightly colored Home Fed 20 year old spinnaker that the Frost Family used in many races, is history and was left behind. After the race, the comments were very positive from the locals and race goers about the oldest and only traditional wooden hull boat. Most were happy to see a "family" owned and "family/friends" raced boat in the race and mentioned more people would take an interest in the Transpac Race if more boats like ours participated. Most felt the Transpac Race has gotten to be an exclusive race for the mega rich, sailing rock stars, and big sleds. I believe the Pacific Cup (San Francisco to Kauai), keeps growing in size because it does attract more "common" and family boats, not to mention having an easier point of sail.

If I do a trans ocean race again, there are a few changes I would make but not many. We would have had more wine and beer, although we did have some, it was rationed and we did not have it every day. We did have one dark and stormy "sundowner" but that was the only rum drank the entire race. None of us wanted to be intoxicated, but a nice wine with a meal would have been first class. I also think that individuals on the crew could have been in better shape because a two week non-stop race takes a tremendous amount of endurance. The only injuries were bruised ribs and some severely bruised arms and legs of Chris Dalton who wound up going up the rig three times. The first time he went up, after we waited several hours for the squalls and rock'n'roll to lessen, a squall came up and dumped on us.

We got him down right when the 35 knot gusts and buckets of rain hit. We all had our hearts in our throats until he came down the final time and was safe on deck. Near the end of the race, the squalls would come at night and it



© 1991 Hawaii's Pacific Ocean Sports News

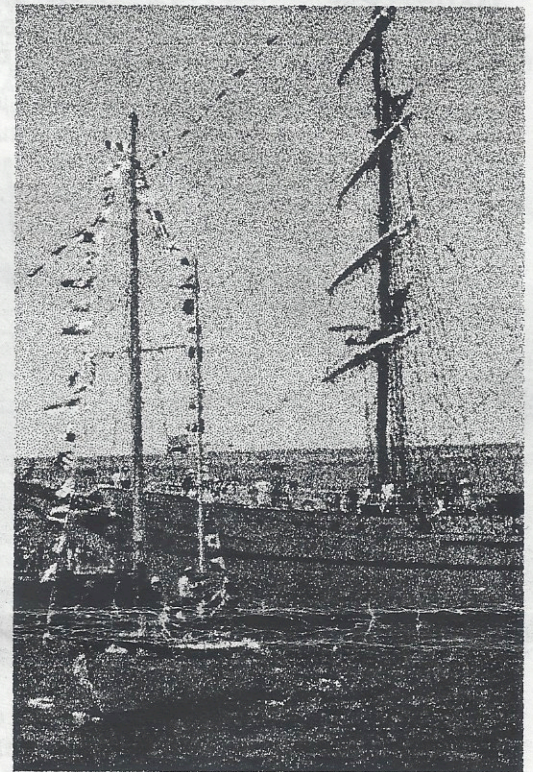
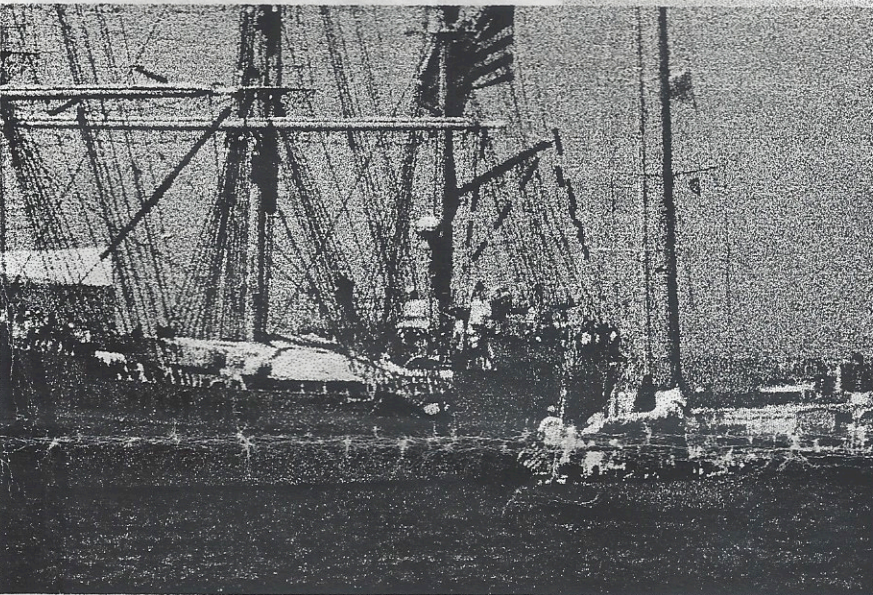
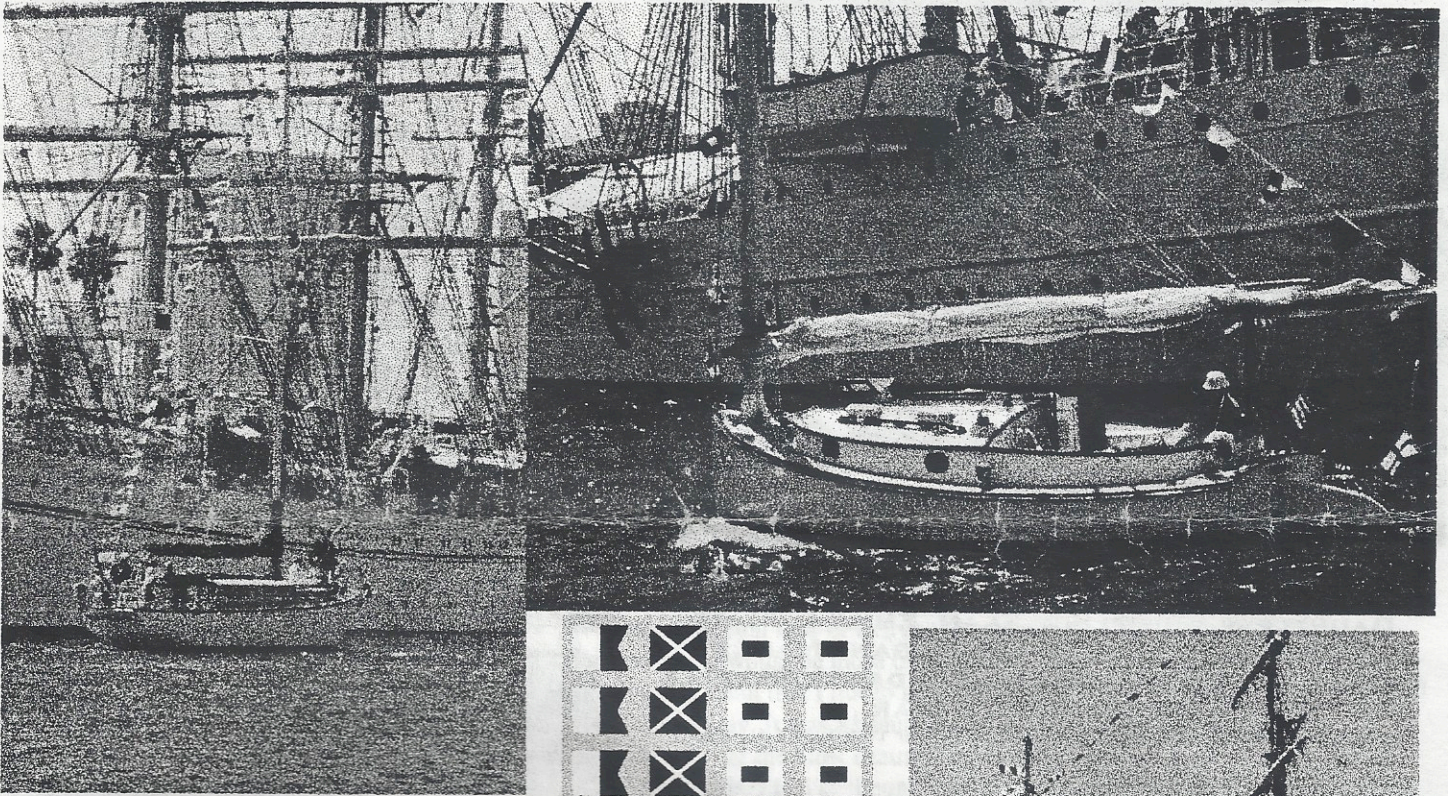


would be so black, one could not see the big rollers coming. You knew the squalls were coming because the seas would become more confused. Down below, you could hear the wind, the boat would start to shudder as she tried to plane, and then the hull would thump along the surface

of the waves. It sounded as we were hitting something solid and *Pacifica* was trying to take off. It was at that time and another round down that Doug decided to sail more conservatively. We lost third by going a little too far north without a jibe, being slow during the main sail repair, not being able to get a spinnaker up due to halyards up the mast, being slow waiting for it to get calm before sending Chris up the mast, and possibly not flying a spinnaker at night near the end. We lost fourth by the above plus possibly over- standing the turning point position to cross the channel

to Diamond Head. (We placed 5TH by correcting behind Tango by 20 minutes). But what place we finished was not as important at that point as just knowing it all was almost over and we finished without harm to anyone or the boat. We could have been more involved with the handicapping (roller furling got a time allowance whereas hanking on and off sails did not, etc. etc.) and challenged the race committee and handicappers, but that seemed to be a bit of sour grapes. Obviously, *Hurricane's* 136 rating was more than generous considering her decisive lead from the start. It was originally 106 which made more sense considering how she did. Coming in First or Second would have been a plus for future Wooden Hull competition. Our finish may have convinced potential competitors that it is not worth it. It was definitely worth it and I am very happy that I was able to do it. Doug's feeling at this point, is that *PACIFICA*, at 52 years old, does not need to do any more long distance blue water racing. That, however, will remain to be seen. DEB

P.S. We did run into the "Colemans" on *Southern Cross* (Sea Witch) in Honolulu. They had just replaced their main mast which broke on their last passage. They said to say Hi to all.



From the Helm (cont.)

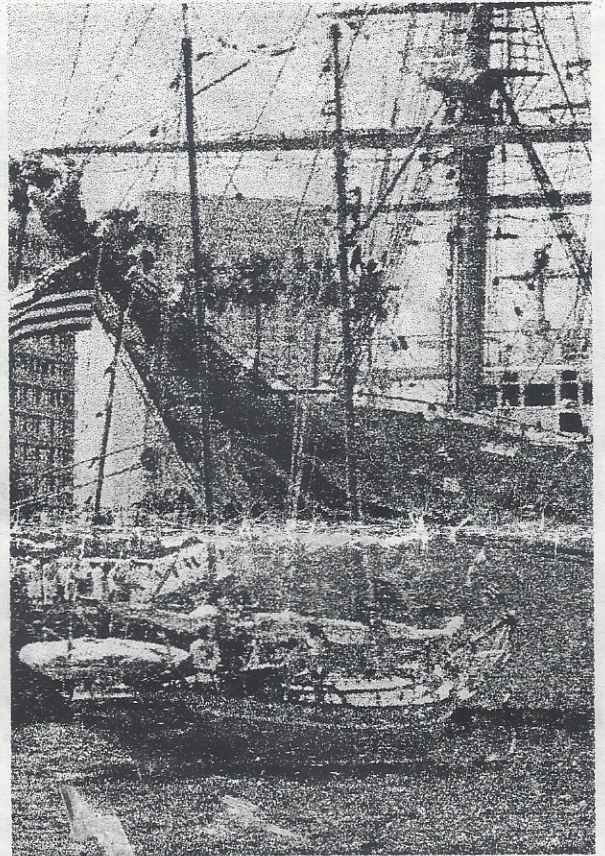
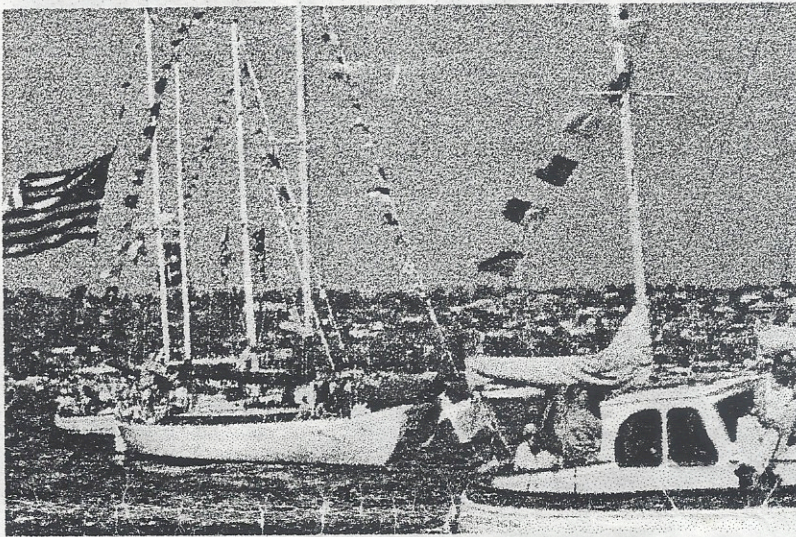
(Continued from page 1)

Maggie Thompson. I had to recruit people from Shelter Island Marina to stand in for the AMSS members. I can only give you their first names: Patty, Martha, Jan Jobe (Jenny's mom), and Debbie. Thanks you guys! Also Kevin Thompson, Ed Barr, Howard Thomas and myself gave the *Concordia*, a Burgee, Proclamation,

and an honorary membership when she arrived at the dock. Thanks for the support.

Saturday July 17th was the club's big day. We had 23 boats on the sail by with Doug Graves shooting the cannon to signify the start. If you missed it, it is too bad because it was a great event. I want to thank those non-

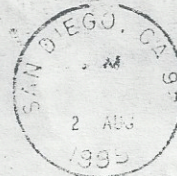
members who brought their boats. Thanks also goes to those who took kids on their boats. We had 40 kids and they seemed to have a good time. We sailed by twice and received some good comments from the public and the crews on the Tall Ships.



**BOATS THAT CAME OUT INCLUDED:
ALERT, ALOHA, ANDALE, BOUT, BRANTA, COMBER,
DAUNTLESS, DUMPLING, ELAN, EMILY L, FLIRT,
FREEDOM, HAPPY TALK, MAHOGANY MANOR,
NORDIA, ORCA, OSLO, SALLY, SUNDANCE, REVELLE,
SEA DRIFT, SHALIMAR
(SORRY IF WE MISSED YOU OR DON'T KNOW THE BOAT NAME!!)**



**ANCIENT MARINERS SAILING SOCIETY
P. O. Box 6484
San Diego, California 92166**



Doug Jones
3851 Hawk St., San Diego
CA, 92103

Pacifica