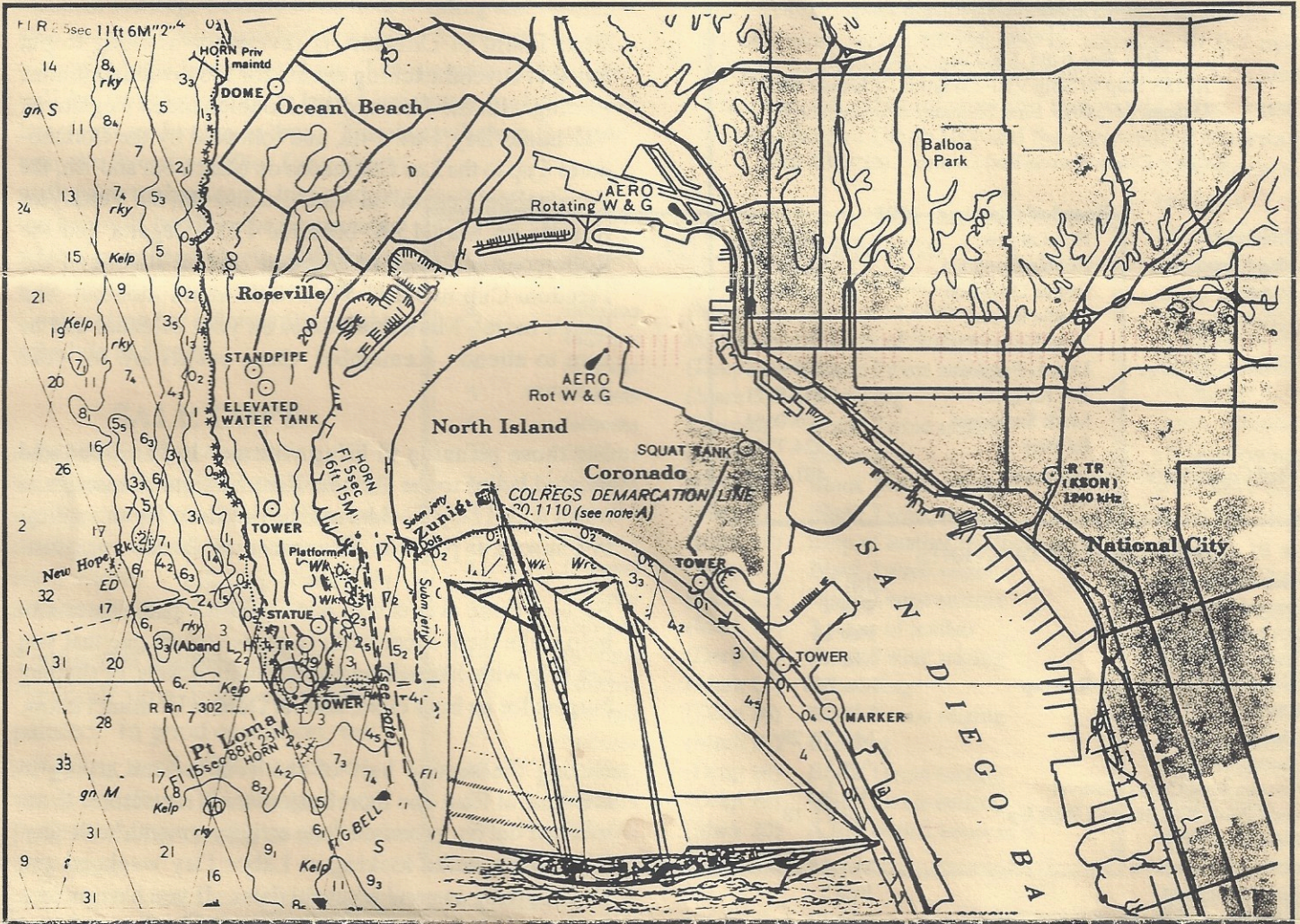


ALBATROSS

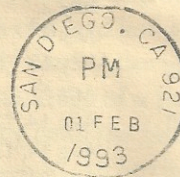
ANCIENT MARINERS SAILING SOCIETY

FEBRUARY 1993



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484
San Diego, California 92166



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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

Editors Diana Watson/Rod Latimer (619)287-9066

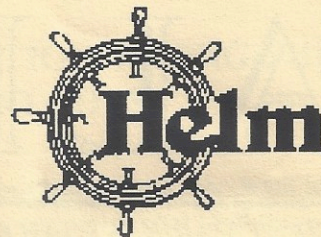
Board of Directors - 1993

<i>Commodore</i>	Rod Latimer	287-9066
<i>Vice Commodore</i>	Debbie Dominici	223-4595
<i>Secretary</i>	Donna Davidson	224-6032
<i>Treasurer</i>	Mollie Bodeen	223-8599
<i>Port Captain</i>	Vern Koepsel	287-9066
<i>Members at Large</i>	Dennis Ferguson	298-8636
	Jim Keitges	485-8711
	Mark Szczecina	226-0651
	Ed Barr	224-7255
<i>Staff Commodore</i>	Jim Sutter	481-0102

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 2
Roller Coaster Cruise - Mission Bay	June 19
PCC Championship	June 26
General Meeting	July 2
Freedom Cup	July 4
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



Your Board of Directors is feverishly working to put together several exciting events for the next six months, starting with the Jack and Jill Doublehanded Regatta on Valentines Day, Feb. 14th, and followed by the Commodores Cup to the Los Coronados on March 6th and 7th, the WoodenBoat Festival on April 3rd and 4th, the Yesteryear Regatta on May 15th, both the PCC Regatta and the Rollercoaster Cruise to Mission Bay in June, and the Freedom Cup in July. Six events in six months! And there's more! Mark these dates on your calendar and be sure to attend. Remember, these events are for your pleasure.


For those planning to bring your newly varnished and painted ladies to the WoodenBoat Festival, please get in touch with Tracy Koehler at Koehler Kraft for an application as soon as possible. The spaces are already going fast!

Each of these events will need member participation to help make them successful, so please select one that you can help with, like selling cokes, taking tickets, or flipping burgers for an hour or so, and let Debbie Dominici know.

During the second half of the year we are trying to schedule at least one more major ocean race/cruise event to round out our promised "one activity a month" calendar. Right now, we're looking at Labor Day weekend and Thanksgiving as good potential dates. If you have an idea for one of these events, please give any of your Board members a call.

Rod Latimer, Commodore

FEBRUARY MEETING
Thursday, February 4th AT 7:30 PM
 at the
Southwestern Yacht Club,
2702, Qualtrough Street

 **Slides of the San Diego to Maui Race**
by Dominici

AMSS-ONLY CRUISE ON THE CALIFORNIAN SET FOR FEB. 8

On Monday, Feb. 8, an AMSS crew will man the Revenue Cutter *Californian* to bring her to San Diego from Dana Point. The 12-14 hour event has been arranged with the Nautical Heritage Society to be both a sailing and seamanship training cruise solely for Ancient Mariners. So far, over 30 people have signed up. The majority of the crew will be traveling to San Juan Capistrano by train and transferred to the ship by bus. The ship will drop the crew near the Broadway Pier for a short walk back to their cars. Included in the trip will be three hearty meals. AMSS members who would like to join the expedition can contact our Commodore for information on the schedule and costs.

SALE LOFT

APACHE II, a beautiful 30 ft Friendship Sloop. Traditional Gaff rig. Good sail inventory. Excellent condition. Nearly new Diesel. A show winner. Call Dag Munck for details at 619/224-1278.

Traditional double-ended "peapod" type dingy, lapstrake, painted. In good condition, but not being used. Off the schooner *Dauntless*. If interested, call Paul Plotts for details at 619/272-6303.

LEAD LINE MARKINGS

1	fathom	(Deep 1)	Black Twine seizing
2	fathoms	(Mark 2)	2 strips of leather
3	fathoms	(Mark 3)	3 strips of leather
4	fathoms	(Deep 4)	Black Twine seizing
5	fathoms	(Mark 5)	White rag
6	fathoms	(Deep 6)	Black Twine seizing
7	fathoms	(Mark 7)	Red rag
8	fathoms	(Deep 8)	Black Twine seizing
9	fathoms	(Deep 9)	Black Twine seizing
10	fathoms	(Mark 10)	Strip of leather withhole in it
11	fathoms	(Deep 11)	Black Twine seizing
12	fathoms	(Deep 12)	Black Twine seizing
13	fathoms	(Mark 13)	3 strips of leather
14	fathoms	(Deep 14)	Black Twine seizing
15	fathoms	(Mark 15)	White Rag
16	fathoms	(Deep 16)	Black Twine seizing
17	fathoms	(Mark 17)	Red Rag
18	fathoms	(Deep 18)	Black Twine seizing
19	fathoms	(Deep 19)	Black Twine seizing
20	fathoms	(Mark 20)	A line with 2 knots in it

Committee Chairmen

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 Campion	435-3643
Trophies	Debbie Dominici	
Historical		
Public Relations	Jim Sutter	481-0102
Bye-laws	Dick Winchip	298-1732
Data Processing	Diana Watson	287-9066
T-Shirt Sales	Mark Szczecina	238-9770
Directory	C.F. Koehler	222-9051
	Jim Sutter	481-0102
Swap Meets	Kathy Thompson	223-9123

Board meetings are held on the second Thursday of each month, at the Southwestern Yacht Club at 7.00pm.

PORT SIDE

By Vern Koepsel

AHOY ALL ANCIENT MARINERS SAILING SOCIETY MEMBERS!

This is the beginning of what I hope will be a very interesting and informative column. As this column moves along I will try to cover topics of interest in addition to the usual information given by the Port Captain such as Notices to Mariners and other information that would affect vessels that sail the San Diego Bay and the surrounding waterways.

This does not include our newly formed "inland waterways" which at present are near flood stage. Along the same lines, attention all boat owners who have their boats in slips. Be sure to adjust your dock lines to compensate for the higher waters in San Diego Bay resulting from the torrential rains we have experienced recently. For all you pur-

ists who eschew modern electronic aids and have reverted to the days of sailing the seven seas in square riggers: the markings of a lead line are very difficult to remember unless frequently used. After some research, I have discovered the proper markings of a lead line used for sounding.

Measuring from the base of the lead, mark as shown in the table. The lead can be charged with tallow and by use of your chart and the bottom material picked up by the lead, you should quite accurately be able to determine your location. This is especially important when sailing in San Diego Bay so you are able to anticipate when you are about to run aground!

DUES OVERDUE

Don't forget to send in your membership dues for 1993 along with the updated details for the 1993 Roster.

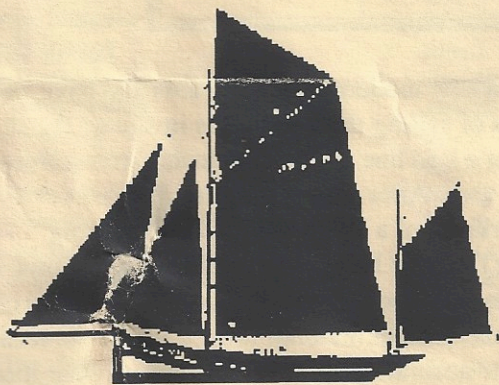
**VALENTINES DAY
JACK AND JILL REGATTA
FEBRUARY 14**

Have you ever seen a heart-on a sail? Perhaps you have seen a heart-shaped seat in the head, heart-shaped bolts, heart-shaped vents or a heart-shaped blind pull?

If you have, we'd bet you saw it on a Kettenburg 43 sloop. Not any Kettenburg 43, but the one built for and owned by Peggy Slater named *Valentine*. She is now berthed in San Diego, and is owned by Donna Davidson. *Valentine* is a member of the Ancient Mariners and Donna is on the Board of Directors. In *Valentine's* honor, and to honor Saint Valentines Day, a heart type of day, AMSS is holding their Jack and Jill Regatta on Sunday, February 14th.

The Jack and Jill Regatta consists of two short, double-handed, non-spinnaker pursuit races followed by a raft up and prize giving at La Playa Cove. The race is open to AMSS vessels and any double-handed crew of which at least one is a member of AMSS. Each crew member needs to skipper one race.

Come join a classic's race at noon in San Diego Bay. Skippers meeting at Koehlers at 9:00AM. For more information, call Donna at 224-6032.



RACE MANAGEMENT SEMINAR

SCYA is presenting a race management seminar on February 20th beginning at 8:15am at Southwestern Yacht Club. Since we are always looking for willing and trained volunteers we encourage anyone interested to attend. Contact Harlan Moore (310)427-8504 for details.

**LORAN NAVIGATION ALONG THE
MEXICO COAST**

Here's some information for those of you who want to use your Loran in Mexican waters. We've tried these tricks (as have others) and they really work.

You can use your Loran for navigation anywhere in Mexico if you use a combination of the following:

Loran coverage is limited to "groundwaves" that hug the water for about 200 miles south of the Mexican border. During daylight hours the groundwaves become weak after passing Punta Santa Tomas and pretty much drop out after passing San Quintin. Below Punta Baja there is little "normal" Loran signal.

You can extend the groundwave reception by at least 50 miles by stopping your engine and turning off everything electrical except the Loran. For sailboats, your speed under sail will not be fast enough to affect the Loran calculations, so you will continue to get good fixes long after the stink potters.

Past 250 miles south, you can still get a good fix by attaching a heavy electrical wire to the metal ground post on the back of the Loran and dropping the other end over the side (stripping away about 3 feet of insulation first). Some people have used Reynolds Wrap aluminum foil but that's probably an expensive and wasteful method. When combined with the first technique, you can get a signal during daylight hours as far south as Turtle Bay. Be sure to have the insulated portion of the wire firmly secured to something as well as the Loran before throwing the heavy wire over the side, lest your Loran follow it into the briny deep.

South of Tortuga Bay there will be little or no daytime Loran reception. When the sun sets, however, you're back in business. The night time ionospherics will bring the Loran signals back into range. At night, Loran skywaves bounce back to earth thousands of miles away from where we normally find them. South of Tortuga Bay and all the way to Honduras, you will find strong Loran night time skywaves from both the West Coast Chain (9940) and the Southeast Chain (7980). One caution however; the night time readings will show you to be up to a mile away from your actual position because of the extra travel time of the skywaves. That seems to be a small price to pay to use your Loran anywhere on the west coast of Mexico.

