

ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

AUGUST 1992





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

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Board of Directors - 1992

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1992 CALENDAR OF EVENTS

√ General Meeting	Jan 2
√ General Meeting	Feb 6
√ Commodore's Cup Race and Raft Up	Feb 22,23
√ General Meeting	Mar 12
√ April Fools Regatta and Raft Up	Mar 28, 2
√ General Meeting	Apr 2
√ Wooden Boat Center Festival	Apr 11, 12
Spring Swap Meet	Cancelled
√ General Meeting	May 7
√ Yesteryear Regatta	May 16, 17
√ General Meeting	June 4
√ Roller Coaster Cruise - Mission Bay	June 13
√ Jack and Jill Regatta	June 27
√ General Meeting (picnic)	July 2
√ Gorilla Rock Cruise - Los Coronados	July 11
√ Catalina Cruise	July 24
General Meeting	Aug 6
General Meeting	Sept 3
Working Person's Cruise - South Bay	Sept 4
Petticoat & Iron Man Races	Sept 12, 13
SWYC Ensenada Race	Oct 2,3,4
Todos Santos Cruise	Oct 2,3,4
W.H.O.A. vs AMSS (Dana Cup)	Oct 3,4
General Meeting (2nd Thurs)	Oct 8
Boat Show & Commodore's Ball CCYC	Oct 10
Homeward Bound Race	Oct 11
General Meeting (Nominations)	Nov 5
Fall Swap Meet	Nov 14
General Meeting (Elections)	Dec 10
Parade/Escort Spanish Ships In	Dec 11
Half Pint O'Rum Race	Dec 12
Parade/Escort Spanish Ships Out	Dec 20
New Years' Eve Raftup - La Playa	Dec 31

From the Helm

Decisions, decisions ! It seems that everyone in town has scheduled a special marine event for the weekend of October 3 and 4. As you know, WHOA (now WHYC) has challenged us to a second annual Dana Cup race for that weekend.

Southwestern Yacht Club has also scheduled the annual Little Ensenada Race for the same weekend, and added an Ancient Mariner Class especially for us.

The AMSS Board, in anticipation of having several club vessels enter the Ensenada Race, have scheduled a Cruising Weekend to Todo Santos Island for those who want to attend but not race.

And, as you can see by the enclosed flyer, the Cabrillo Festival has scheduled a local race for those who elect to remain in home waters.

There are simply too many events for AMSS to be officially represented at all of them. So, we need to discuss the various options and decide which one AMSS will officially support. Whatever we decide, we should try and get enough boats committed to the event to make it a real showing for AMSS.

We'll discuss it at the August meeting. If you would like to have input ahead of time, you can call me with your thoughts.

Jim Sutter, Commodore

AUGUST MEETING

Mike O'Brien, Electronic Engineer and Mariner, will give a presentation on electrolysis. Mike will cover causes and cures and have some good material to hand out.



AUGUST 6th AT 7:30 PM

at the

**Southwestern Yacht Club,
2702, Quailtrough Street**

MEMBERSHIP PETITIONS

Yacht: *Freedom*

Owners: Rod Latimer and Diana Watson

Freedom is an Alden auxiliary cutter (design number 676). She was built in Bristol, Rhode Island at the Herreshoff yard in 1938. Her sister ship was lost before launching during the great hurricane that hit the northeast that summer. After being cruised and raced in and around Long Island for a couple of years, she was shipped to San Francisco where she remained for the war years. Then she moved to Santa Barbara, and soon after to Channel Islands where she has been ever since. She has raced in many Newport to Ensenada Races.

Construction: Mahogany/Oak

Builder: Herreshoff, Bristol, R.I., (Hull # 1431)

Designer: John G. Alden Co.

LOA: 48', LWL: 34', Beam: 11', Draft: 7'

Freedom is sponsored by *Jim Sutter & Dick Winchip*

Yacht: *Zangi*

Owner: Chris Donnelly

Zangi is a beautiful black hulled gaff schooner designed by William Atkin in 1935 and built in 1956 on the East Coast. *Zangi* means "Black man" in an undetermined African dialect. Chris is currently researching *Zangi's* past and any information from AMSS members would be welcome.

Construction: Cedar/Oak

Builder: Robinson, New Jersey

Designer: John Atkin

LOA: 30', LWL: 23', Beam: 8', Draft: 3.5'

Zangi is sponsored by *Jim Sutter and Peter Benton*

Yacht: *At Ease*

Owner: John J. Haupt III

At Ease is a Philip Rhodes design, center cockpit, ketch rigged, heavy displacement cruising auxiliary, built at Kingley Engineering Shipyard in Taiwan. She is known as a Vagabondia 38 Motor

Sailer and is the only one of the four built that is on the West Coast..She has been cruised in the Intra-Coastal Waterway, Florida, and the Bahamas, before being shipped to San Diego.

Construction: Teak hull and decks

Builder: Kingley Shipyard, Taiwan

Designer: Philip Rhodes

LOA: 43', LWL: 35', Beam: 11.5', Draft: 5'

At Ease is sponsored by *Dick Winchip and C.F. Koehler*

ASSOCIATE MEMBERSHIPS:

Associate Member: Bruce A. Butler

Bruce owns *Arenita*, a Century 19.5 foot lapstrake runabout built in 1968 of mahogany. She is powered by the original Gray Marine engine. She is maintained in beautiful original condition at Koehlers. Prior to *Arenita*, Bruce had a 58 foot Chris Craft cruiser.

Associate Member: Joel Owens:

Joel is interested in Boatbuilding and Crewing.



SAGRES COMING - ESCORT NEEDED

Captain Howard Thomas attended a recent meeting and told us about the Cabrillo Festival. The Portugese Tallship *Sagres* will be in San Diego arriving Sunday, September 27. Captain Thomas will attend our August 6 meeting to furnish more information regarding the Cabrillo Festival, and to answer questions. See the flyer in this issue.

AMSS OFFICE STORAGE FACILITY

Thanks to Peter Benton, we have two file cabinets for AMSS records. We also have about 60' of organized shelf space plus peg board for miscellaneous items. Peter Benton (226-1484) has a key and combination as does Jim Sutter (481-0102). Our goal is to get all AMSS records, flags, trophies, burgees, anything, to one convenient central location. Then when we need something, we'll know where it is. Bring anything you can find to the August meeting or call Jim Sutter or Peter for direct delivery .

GORILLA ROCK CRUISE - AN EPICUREAN SUCCESS

Three intrepid AMSS boats made the July 11 Gorilla Rock cruise to the Coronados. *Gamin*, *Malabar Star* and *Ranger* sailed out Saturday with blue skies, calm water and 10-12 knots of wind. Stephanie's Creole Breakfast Sunday morning after the Commodore's Texas Shish Kabobs on Saturday night made for culinary excellence in a quiet and peaceful anchorage. All in all a fine cruise!!

Committee Chairmen

Membership	Peter Benton	226-1484
Handicap	Bill Clark	542-1229
	Al Hislop	565-9214
Race	C.F.Koehler	222-9051
	Jon Bates	421-6700
Cruising	Krista Campion	435-3643
	Doug Graves	226-3446
Trophies	Gabrielle Martin-Neff	223-6502
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 last Thursday of each month, at the Southwestern Yacht Club at 7.30pm.

JACK AND JILL REGATTA (June 27th, 1992)

Place	Boat Name	Skippers	Rating	Corrected Time #1	Corrected Time #2
1	Selene	Greg Stuart & Lindy Rae	120	1:04:30	1:05:40
2	Kachina	The Thorps	120	1:04:15	1:08:44
3	Comanche	Deb Dominichi & Chuck Bayuk	120	1:05:17	1:07:45
4	Francesca	Sandy Misman & Don Ennis	135	1:06:06	1:10:50
5	Honalee	Paul and Dawn Miller	205	1:06:55	1:10:45
6	Fantasy	Vince Kaylish & Shannon		1:05:50	1:14:15

KOEHLER YARD CLOSING TO PUBLIC

Beginning August 1, 1992, the Koehler Kraft Boatyard will be closed to do-it-yourselfers. As is the case in all the yards in the commercial basin, the liability brought on by federal and local environmental regulations is making it impossible for Koehler's to continue to allow boat owners to work on their own vessels. Formerly, boat owners received personal help and consultation from the yard crew, but could pretty much do most of the work associated with their annual or biannual haul outs.

In the future, those desiring to maintain their own boats will be required to be members of the Wooden Boat Center, and must successfully pass the required hazardous materials training classes at the yard prior to hauling out. The first classes will begin August 8th. The August and September classes will cover the necessary skills and topics for the proper handling of hazardous materials and the use of protective devices and clothing. Koehler Kraft will continue to provide boat maintenance services to the public on a contract basis.

In the mean time, C.F. Koehler is meeting with his Architect to work on architectural and construction plans for the Wooden Boat Center building. Environmental permits and Army Corps of Engineers approvals should be completed by the end of July. Ground breaking for the center is still scheduled to be in the fall. Plans call for the new center to include, large tiled bathrooms and showers, lockers, classrooms, a clubhouse room, dinghy storage, small boat crane, and specialized work areas. Commercial retail space is also planned.

Those wishing more information should contact Koehler Kraft directly at 222-9051.

SILVER SEAL, AN OLD WORLD BEAUTY

Olive May Class cutters are not particularly well known along the West Coast. In fact, there is only one of these little ships known to exist in the U.S. They are unknown, deep draft, narrow, and heavy. To those who didn't get to see *Silver Seal* at the Wooden Boat Festival, the description would sound unpleasant. Nothing could be further from the truth. She is a real pre-war European beauty and a very worthy member of Ancient Mariners.

Silver Seal was designed by Maurice Griffith and built in 1931 at Harry King's yard in Pin Mill, Cornwall, England. She is gaff headed, with full double headsails, plumb bow and external rudder. She was owned for most of her life by a Royal Navy Commander and was sailed from England to the West Indies in the 1950's. After a period of multiple ownership and questionable participation in the inter-island trading business, *Silver Seal* was sailed to Beaufort, North Carolina, where she was acquired by AMSS member Mark Stevenson. Upon his release from the service, she was shipped overland via an air-shock-equipped truck to the West Coast.

In researching the background of the boat, the Stevenson's were thrilled to learn of the existence of two more of these seaworthy veterans in England, and they are trying to contact the owners to correspond with them regarding the history, maintenance, and sailing peculiarities of these interesting old vessels.

For those of you that were unable to elbow through the crowd surrounding *Silver Seal* at the Wooden Boat Festival, watch for her around the Coronado Yacht Club and beg your way onboard. You will be amazed at the beautiful finish and detail, especially the old world interior, and extensive bright work.