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DIEGO, CA
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1982

Ancient Mariners Sailing Society
P.O. Box 6484, San Diego
California, 92106

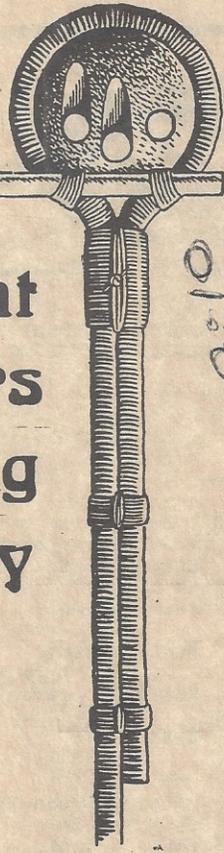


TRUDY WOOD
4550 CHESHIRE ST.
SAN DIEGO, CA. 92117

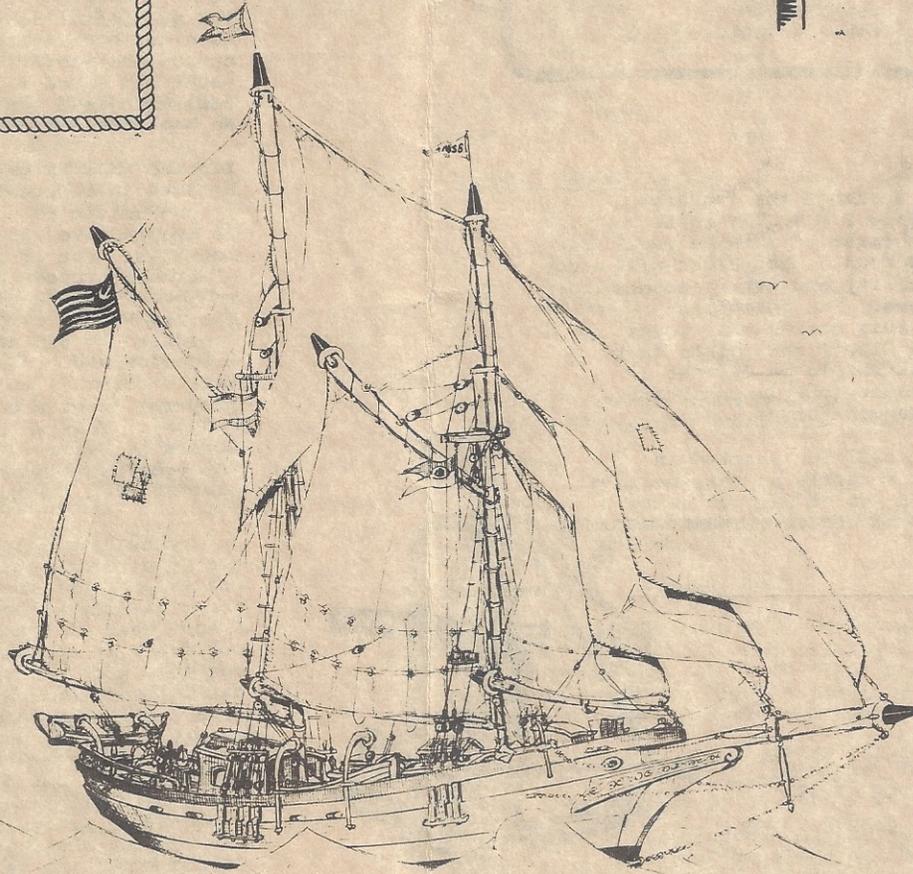


Ancient Mariners Sailing Society

JANUARY 1982



3.10
5.55 net



COONEY BIRD.

John Atkins

ALBATROSS



The Albatross is the official publication of the ANCIENT MARINERS SAILING SOCIETY of San Diego.

ALBATROSS VOL. IX no. 1 JANUARY 1982

Editor, Leslie Cabeen

BOARD MEMBERS - 1982

Commodore:	Chris Frost	222-1915
Vice Commodore:	Jack Cabeen	223-5111
Secretary:	Rusty White	223-3624
Treasurer:	Kerry Hargraves	226-8416
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Members:	Del Cover Michael Eyton-Lloyd Paul Plotts Robin Reynolds	

JANUARY MEETING

Gordon Frost will speak at the January Meeting (Jan. 7, 7:30 P.M., Silvergate Yacht Club) in the first of a three part series: "All About Wood." Mr. Frost will talk about availability and other aspects of the wood business. The following months' topics in this series will cover adhesives ("How to Glue") and joints (not yet titled). This should be a great series that Tom Belair (the Junior Staff Commodore) has arranged for us.

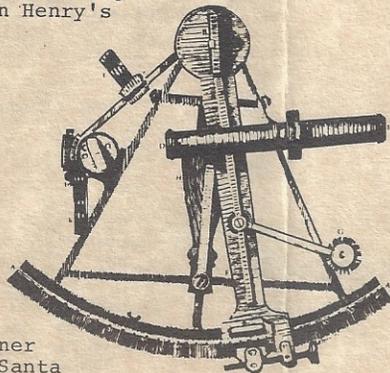
Continuing in the tradition started in '81, there will be a raffle at this meeting. Prize is dinner for two at Harpoon Henry's so bring those Bongo-Bucks.

NEW MEMBER

Maid of Kent

owner: Gerald (Jerry) Newton
2040 Harbor Island Dr.
San Diego, CA 92101

Maid of Kent is a 36' Atkin schooner designed about 1930 and built in Santa Ana in 1962. Her traditional embellishments include trailboards and a stantioned rail around the after deck. Rigging comprises galvanized plow steel with dead eyes and lanyards. In 20 years afloat Jerry is the third owner.



FROM THE HELM

Hi folks, here we are starting a new year, and as your new Commodore I must say that I'm excited! My congratulations and thanks go to the 1981 Board of Directors and our outgoing Commodore, Tom Belair. Under their direction the AMSS has grown in stature considerably.

With the successful running of our second Maui Race and the attention it helped draw to our Bay Regatta we received nation-wide coverage and recognition. Our series of other events collectively drew more participation than ever before. Many of our members under the direction of Paul and Susan Mitchell helped decorate White Cloud for the Christmas Parade of Lights and this official AMSS entry won the President's Trophy.

Along the path of our recent travels in Pacifica in the "islands" and then all down the West Coast from San Francisco, we were pleased to encounter people who were aware of the Ancient Mariners. We are becoming a known focal point for the meeting of classic yachts and their enthusiasts. Boats are even being listed on the market as being eligible for AMSS membership. It should make us all feel good that we've all helped through participation, be it taking part in the many events or even just being dues paying members helping let our meetings, events and newsletter continue. Yes consciousness has been raised, and if we've indirectly caused the restoration of even one classic yacht and saved it from "Davy Jones" I feel it's been worth it! And besides.... We had a hell of a fun time!

Yes the AMSS is definitely coming of age. We have an international ocean race, A Trans-Pacific race in addition to our series of imaginative races and events and monthly meetings. But it is because of this considerable success and growth that we must now become extremely careful. Our budget has now become larger, our dues are now increased to \$25 and we must manage our cash-flow and budget more closely than ever before. I intend to initiate the preparation of a complete 1982 budget this January. This will help insure that our series of races will pay for itself and the greatest number of members possible will benefit from the dues collected.

Our races have helped to get us together and to generate outside interest in the AMSS but we must not forget the reasons that we originally banded together. This year I hope that we can begin to shift some of our focus to the boats themselves, learning how they were constructed, and how they can be restored and maintained, helping others to appreciate and learn these things. We may even save some boats or help perpetuate some near-extinct knowledge and handicrafts. Our new program chairman, Tom Belair, is arranging a series of informative presentations/seminars for our general meetings with such guests as Gordon Frost (no relation) from Frost Hardwood, someone from West-Systems on cold molding, Paul Mitchell on sails and sailmaking and others who can all teach us something. I also hope to lend the AMSS assistance to the Maritime Museum in any way possible, for we are two organizations happily striving towards a common goal: the preservation of our great sea-faring heritage.

I'm proud to be your 1982 commodore. The new board and I hope to make this an exciting, informative year in which we take stock of our expanded nature to carefully control our operations and use out newly-increased popularity to further benefit the appreciation and preservation of yachts of classic or vintage design. We invite you to volunteer and join us in this exciting task!

Happy New Year!

Chris

CUTTER WINS HALF PINT-O-RUM RACE

Sixteen boats participated in our 7th annual Rum Race last Dec. 5, and as usual we had a real good time. We were all worried about the weather (there had been no wind for almost a week) but right about 11:00 up came a promising 15 knot breeze that didn't quit.

The start off La Playa Beach went pretty much without mishap. Joe & Margaret Almony on Stormfugeln thought they had it wired when they anchored real close in and had a line tied to their dinghy so they could just reel it in from their boat. It didn't work out because Paul Plotts from Artemis anchored nearby and thought he could save some energy by hitching a ride!

The boats that were stern anchored made a quicker getaway. Mkie Williams on Whisper set his chute before anything else and almost had one of the shortest spinnaker runs on record, barely making it from the SWYC corner to the Harbor Police docks.

We on Pacifica and Rick and Robin Reynolds on the PCC Robin were neck and neck approaching Ballast Pt. where neither of us wanted to give in. Because of the resulting "Chicken Match" we can now tell you that it's about 10' deep within 15' of the beach there!

Rounding buoy #9 Whisper's inflatable dinghy blew off the cabin top and Mike, seeing how well he was doing against the other classic racing yachts, quickly decided to continue on. You should have seen the look on Mike's face when he found out both racing and cruising yachts were together in one class so he finished 6th!

Sailing the short course (as did Dingus), Steve Hulbert and the Sea Scouts aboard Cutter sailed the course so quickly that they finished before the race committee arrived! Robin was 1st to finish the long course, smartly launching their dinghy, rowing ashore and downing a shooter of rum out of the trophy cask on the beach. Whisper had to launch a swimmer, having no dinghy. Russell, the designated rower on White Cloud, had only 1 paddle and thought that 20' from shore he could jump out and wade in. But he found 6' of water and needed more than 1 shooter of rum also!

We all made it back to the raft-up in La Playa before the fog rolled in and we enjoyed a potluck dinner, sea stories and later, good music aboard White Cloud provided by Bob & Ray and the infamous "Rythm Section."

Congratulations go to many not yet mentioned. Jack and Leslie Cabeen on Sea Witch finally finished a Half Pint-O-Rum Race after 3 or 4 tries and did very well finishing 3rd. Al Hislop and Trudy Wood found the mainly reaching course to Dingus' liking and finished 2nd, despite taking a 2 minute penalty for starting off the beach at the start. Jerry Newton just recently purchased Maid of Kent and is a new member as of this month. He came out to his 1st event and did well.

Although the trophies were given out to the one combined class, in honor of Mike's efforts on Whisper, here is how the results break down when separating the Classic Racing Yachts and Classic Cruising Yachts.

CLASSIC CRUISING YACHTS

<u>Place</u>	<u>Boat</u>	<u>Handicap</u>	<u>Corrected Time</u>
1	Cutter	825	-0:34:12
2	Dingus	870	-0:15:15
3	Sea Witch	470	0:44:57
4	Calypso	360	0:58:30
5	Stormfuglen	415	1:03:44
6	Maid of Kent	360	1:09:30
7	Migan	240	1:10:00
8	Salud	200	1:16:50
9	Sea Sharp	200	1:23:50
10	Artemis	360	1:33:30

CLASSIC RACING YACHTS

1	Whisper	160	1:07:40
2	White Cloud	204	1:09:03
3	Robin	108	1:11:51
4	Pacifica	108	1:13:51
5	ZapataII	108	1:24:51

P.S. It wasn't until 3 days later that Mike's dinghy was found and returned!

John Frost

5 Years Ago This Month

The Albatross - January 1978

White Cloud represented the club in the 1977 Parade of Lights. The highlight of the display was a 6' x 40' sign saying "Merry Christmas San Diego." Ancient Mariners took the Kris Kringle award.

Outgoing Commodore, Hugo Carver, ended the year with the following comment: "I know that someday my daughters will be able to tell their kids "I grew up on a boat made of pieces of wood w/cotton between them to keep the water out. Some years, we had a Christmas tree so big we had to put it on deck!"

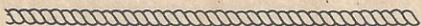
New Commodore Bill Clark said that the club would see the FIRST PERFECT HANDICAP SYSTEM ("almost") ever.

HAPPY NEW YEAR!

DEAR ALBERT ROSS,

I think your monthly newsletter is very interesting, and keeps us members who would otherwise be out of touch informed about the clubs activities. However, we poor, unfortunate wooden boat owners sorely need a practical article or two to help us with the myriad problems we are likely to face. In this world of plastic boats it's getting tougher to get good information about wooden boat repair, and I know there must be knowledgeable people in the AMSS. How about someone doing a monthly maintenance article or maybe publishing letters and replies about specific problems or repairs?

Sincerely,
Anonymous, frustrated
Wooden Boat Owner



HAPPY NEW YEAR

It is with some regret that I am taking the following action, but after a twelve year relationship with MONIDAH I feel it is time for me to make a change. I am sure that the decision to sell MO is a matter of my hang-ups rather than any fault of hers. She is a fine old boat that Kathy and I have shared lots of sweat, tears, money, time, and love with. She is a thrill to sail and a joy to look at.

MONIDAH was built in France in 1923 to the 8-Meter rule. She is African mahogany on bent oak frames fastened with copper rivets. She has a new oak mast step. All the frames in the bilge have been sistered, refasted, and stainless steel floors installed. Her deck beams, deck, and house have all been replaced. She has a new fiberglass (heaven forbid) rudder topped by the remarkable bronze talon tiller head fitting. She still has her original spar, but is vastly over rigged with stainless steel rigging. MO, like any older boat, has her problems, but Andy Boffinger surveyed her about eighteen months ago and found her remarkably fit with only two discrepancies. Her accommodations are spartan, but comfortable.

I don't plan to "strip" the boat and one will find that there's a lot of little things that make MO really special. I am asking \$25,000.00 for her. I don't necessarily have to have cash and can consider trades (car, trust deeds, etc.). If you like the boat, I am sure we can come to some agreement. I can also offer the new owner a slip for MO for the better part of a year for \$86.00 per month. I can be reached by calling 575-7505. If you can't reach me leave a message on the machine at 429-7019.

ell

AMSS ONE DESIGN CLASS RACING

Our Ancient Mariners Sailing Society is recognized in the community for its dedication to sailing, maintaining, and building traditional sailboats. Why not strengthen this recognition and further AMSS development by promoting open one design class racing for boats that meet membership criteria.

Some of the one design classes found locally that qualify for AMSS membership include: Geary 18, Lightning, Mission Bay Skimmer, PC, PCC, Penguin, Star, Starlet, Thistle and Windmill. All of these classes originated prior to 1950 and were constructed of wood, although more recent examples are made of that controversial Tupperware-like stuff.

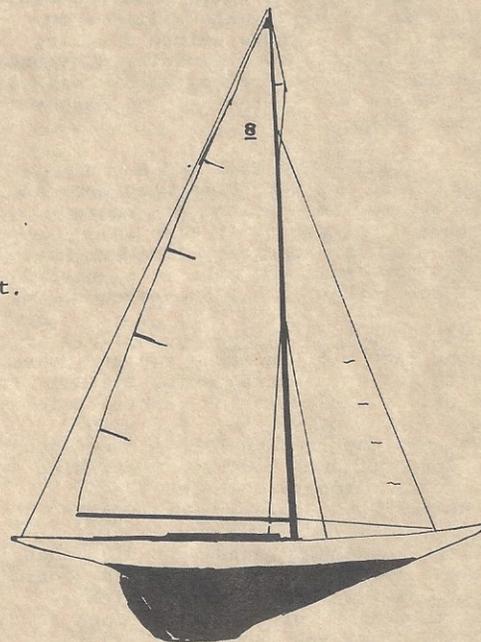
Some fleets of these one design classes are still active at our local yacht clubs and individual boats often turn up for sale. If you have an interest in AMSS one design class racing get in touch with Rusty White at 223-3624, evenings.

Rusty

MONIDAH

Specifications:

LOA 46'
LWL 31'
BEAM 8'6"
DRAFT 6'
SAIL AREA 758 sq.ft.



Sails & Equipment:

2 - dacron mainsails	Life raft
1 - 165% genoa	2 - anchors & rode
1 - 120% genoa	Standard VHF
1 - 70% jib	Ray Jeff RDF
1 - 7/8 rig 3/4 oz. drifter	Danforth compass
1 - spinnaker	Swoffer knotmeter
16 H.P. Univ. diesel engine	Swoffer log
New Martec prop & shaft	Mariner depthsounder