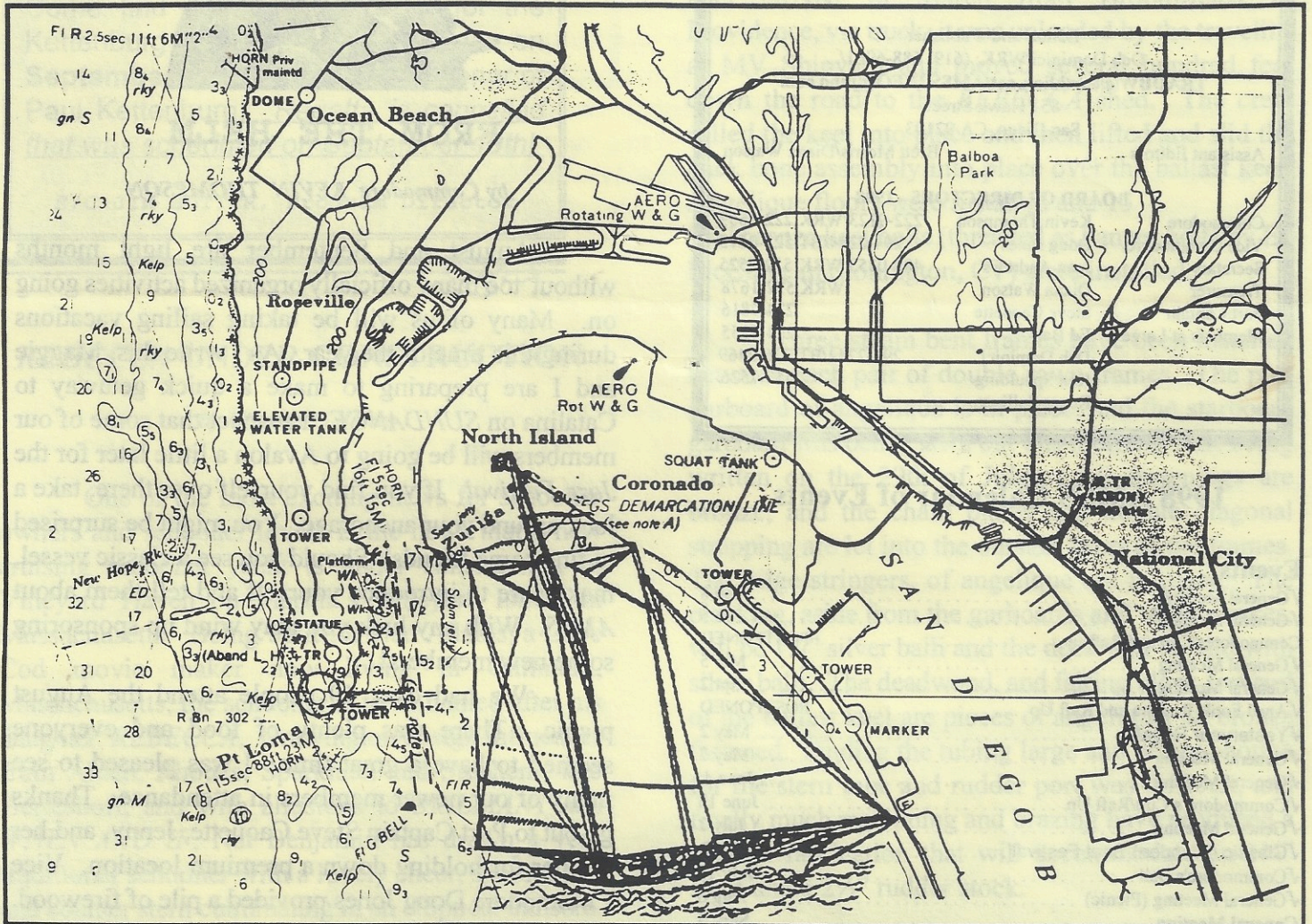


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY Volume 24, Number 9

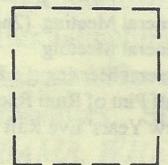
SEPTEMBER 1998



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



Edward Barr
2390 Shelter Island Dr.
San Diego, CA 92106

Bout

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the Ancient Mariners Sailing Society.

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FROM THE HELM

by *Commodore KEVIN THOMPSON*

August and September are light months without too many officially organized activities going on. Many of us will be taking sailing vacations during this time of the year. As I write this, Maggie and I are preparing to make a quick getaway to Catalina on *SUNDANCE*. I suspect that some of our members will be going to Avalon a little later for the *Jazz Festival*. If you find yourself over there, take a look around your anchorage. You might be surprised to find some friends! Should you see a classic vessel, make sure to introduce yourself and tell them about *AMSS*. With any luck you may wind up sponsoring some new members!

We had over 40 people attend the August picnic. There was plenty of food and everyone seemed to have a great time. I was pleased to see many of our newer members in attendance. Thanks go out to Port Captain Steve Caouette, Jenny, and her mother for holding down a premium location. Vice Commodore Doug Jones provided a pile of firewood. Krista and Chris Campion were chosen unanimously to burn *ADELPHI'S* burgee in our traditional ceremony. This was one really tattered burgee! Gary Petty's was the closest runner up but it will have to spend some more time on *NORDIA* before it reaches that degree of deterioration!

Over the next month we will be having some Nominating Committee meetings. I would greatly appreciate your input. Don't just leave it up to us! Please call me if you would like to serve your club next year in whatever capacity. If you know someone who you think would be helpful, please give me their name. Your input is greatly appreciated! I hope to see you all next month.

1998 AMSS Calendar of Events

Events

- √General Meeting Jan 8
- √General Meeting Feb 5
- Commodores Cup and Raft-up POSTPONED
- √General Meeting Mar 5
- √General Meeting Apr 2
- √April Fools Regatta and Raft Up POSTPONED
- √Yesteryear Regatta May 2
- √General Meeting May 7
- √General Meeting June 4
- √Commodore's Cup/Raft Up June 13
- √General Meeting July 2
- √Classic (Wooden) Boat Festival July 11/12
- √Commodore's Ball July 11
- √General Meeting (Picnic) Aug 6
- General Meeting Sept 3**
- Kettenburg Parade/Raft-Up Sept 6**
- General Meeting (2nd Thurs) NOMINATIONS Oct 8
- General Meeting Nov 5
- General Meeting (ELECTIONS) Dec 3
- Half Pint of Rum Race Dec 5
- New Years' Eve Raft Up - La Playa Dec 31

OTHER ORGANIZATION'S EVENTS

- √Kona Kai's American Schooner Cup Apr 4/5
- √Wild Goose Chase, San Pedro to Newport (W.H.Y.C.) Apr 11
- √Heritage Regatta- Show (Newport Hb. Nautical Museum) Apr 19
- √Newport - Ensenada Race Apr 24
- √Master Mariner's Race May 23
- √Eric Erickson Oil Island Race, Long Beach (W.H.Y.C.) May 30
- √McNish Classic Yacht Race (Channel Islands Harbor) Aug 8
- Bishop Rock Race (SDYC) Aug 21-23
- Nautical Heritage Society - Long Beach Schooner Race Aug
- W.H.Y.C. vs AMSS Sept 26-27
- S.W.Y.C. Ensenada Race Oct 2

NEXT MEETING

September 3, 1998

7:30 P.M.

Southwestern Yacht Club

KETTENBURG SLIDES AND MUSIC

Come find out and get ready for the Kettenburg Raft-Up and Parade on **September 6, 1998 (NOON)** in Honor of Paul Kettenburg! *Regatta is cancelled that was scheduled on September 19th!*

S/C JIM SUTTER, Program Director

For the double sawn frames, the upper futtocks were cut from white oak with lowers of angelique, fastened together with locust treenails. The futtocks of the double sawn frames measured 2" sided, and molded dimension is 3" at the sheer, and 5" at the keel. The silver balli transom was formed over a jig, and fashion pieces were installed. When the 26,000 pound lead keel arrived in March from Broomfields in Providence, via truck, it was unloaded by the travellift at MV Shipyard and moved several hundred feet down the road to the *REBECCA* shed. The crew rolled the keel into place and then lifted and slid the back bone assembly into place over the ballast keel. Angelique floors were installed and 15 1/4" bronze keel bolts (threaded as hanger bolts by Ed McClave in Stonington, CT) were installed.

Three steam bent frames have been installed between each pair of double sawn frames. The port garboard of angelique is in place, and the starboard garboard was being sawn out this morning (this being written on the 29th of July). All fastenings are bronze, and the chain plates and double diagonal strapping are let into the outside faces of the frames. The bilge stringers, of angelique are in place. The planking, aside from the garboards and sheer strakes, will be 1 3/4" silver balli and the deck will be laid with silver balli. The deadwood, and fairing block forward of the ballast keel are pieces of angelique, all bronze fastened. Finding the tubing large and heavy enough for the stern tube and rudder port was difficult, and finally much machining and brazing have produced a custom fabrication that will accommodate an 1 3/4" shaft and a 2 1/2" rudder stock.

Many months of work remain, but launching is planned for the Fall of 1999. After launching, *REBECCA* will be home ported in Vineyard Haven Harbor, now home to many lovely schooners. She will be joining *SHENANDOAH*, *ALABAMA*, *WHEN AND IF*, *MALABAR II*, *PHRA LUANG*, *CHANTEY*, *ESTRELA*, *ISHMAEL*, AND *OUTWARD BOUND* and a host of other wonderful wooden boats.

The angelique and silver balli -- 95 tons, 40,000 bf. for *REBECCA*, was imported by Brad Ives, DBA Deep Water Ventures, from Suriname in the Fall of 1997. Brad spent five months in Suriname,

REBECCA UNDER CONSTRUCTION

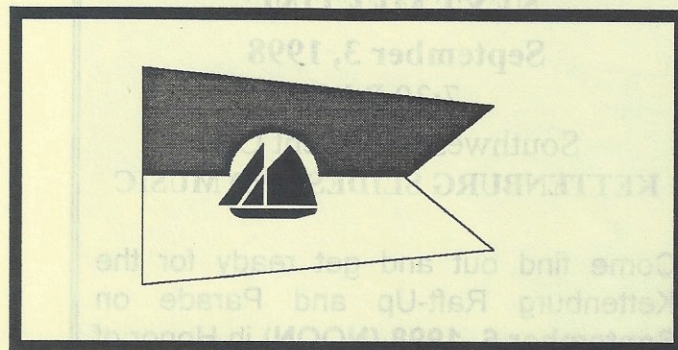
by Virginia C. Jones

One of the most exciting news for schooner owners and schooner lovers is the news that a new cruising schooner yacht is under construction in Vineyard Haven on Martha's Vineyard Island in Massachusetts. Being built for Dan Adams, a Cape Cod movie maker now living in Chilmark, Massachusetts, the schooner is to be named after his daughter: *REBECCA*. Drawing on design influences from Alden, Rhodes, Sparkman and Stephens, and Herreshoff, and with allusions to *BRILLIANT* and *WHEN AND IF*, Nat Benjamin has drawn a very traditional schooner with a lovely sheer, spoon bow, and counter stern culminating in an elliptical transom. Measuring 60 feet on deck, with a 45 foot LWL, 14'8" beam, and 8'6" draft, she will measure 73 feet from the end of the boomkin to the end of the bowsprit. The rig will have a marconi main, and gaff fore, with four working sails comprising about 1800 square feet of sail area. *REBECCA* will displace 76,000 pounds.

Starting in January in a purpose built shed tucked away by the edge of Vineyard Haven Lagoon, several boat builders working under Nat's direction started cutting out the stern, fore keel, keel, stern post, and horn timber from angelique (please see more information about angelique and silver balli below).

working with the South America Native Americans to sustainably harvest the necessary timbers -- many of which were hand carried out of the forest -- and to work with mills who sawed the timbers to specifications for the keel, large structural pieces, and planking for *REBECCA*. In addition, the wood that Brad has imported will be used for several other boats to be built, or rebuilt, at Gannon & Benjamin in Vineyard haven, Massachusetts, as well as for projects in Maine, and New York. Brad is supplying much of the wood for the rebuilding of *MALABAR X* as well, and is working on *REBECCA* between buying trips. The white oak is being supplied by Macedonia Lumber -- Jim Aaron -- in Shutesbury, MA. Most of the bronze rod and sheet bronze was supplied by Atlas Metals in Denver, Colorado, with fastenings coming from George Kirby & Sons in New Bedford. Antonio Salguero (Ross Gannon's nephew) of Port Townsend refined Nat's drawings and provided technical information and calculations. Scandia Prop in Fairhaven has provided portions of the stern tube assembly.

The current boat building crew consists of Nat, David Stinson (better known for his ultralight kayaks), Pat Cassidy and Todd McGee (who helped rebuild *ALABAMA*), and Brad. Ted Okie Jr. and Casson Kennedy are apprentices on the boat building crew.



WELCOME NEW MEMBERS

NORTHAM VERTUE: Owned by Elwood and Pearl Root. ***NORTHAM VERTUE*** is a Vertue designed by Laurent Giles in 1936 and built between 1969 and 1985 by Gary Kemp in Northam, Southampton, UK.

MINX: Jack Stuphen has brought his Kettenburg PC *MINX* hull No. 18. Jack is a legend in his own right and has been the PC Fleet Captain for many years. He has been instrumental in getting the PCs participating in the Kettenburg Regatta in the past and will be one of the leaders in the September 6 Kettenburg Noon Parade. Welcome to AMSS!

There are a number of new prospective members that handed their applications in at the Classic Boat Show who will be voted on at the next Board Meeting. We will advertise these new members next month!!!!

KETTENBURG REGATTA CANCELLED ON SEPTEMBER 19, 1998

AMSS will have a Kettenburg parade and raft-up with acoustical music of *ISHMAEL AND THE PEACEMAKERS*. Parade at NOON to 2PM on Sunday, September 6, 1998. Music from 1PM and 4PM aboard *COMANCHE* (PCC#22). BYOB and Munchies

ALL AMSS MEMBERS

WELCOME TO COME!

Call Deb Dominici for details!

294-2244

COMMITTEE CHAIRPERSONS

Membership	Steve Caouette	224-7816
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	294-2244
Cruising	Steve Caouette	224-7816
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T-Shirt Sales	TBA	
Directory	Diana Watson	

Board meetings will be held on the second Wednesday of each month at the Southwestern Yacht Club at 7:00 PM. Members are welcome to attend.

Eternal Vigilance — A key to safe passages!

Nearly two years before famous Captain Edward Smith gave his last night steaming orders to the bridge officers of the *Titanic*, another captain was giving his last commands aboard the *Princess May* as she plied the waters around Alaska's Sentinel Island.

We know what happened to the *Titanic* in 1912 and even have seen recent pictures of her at her present resting place, 12,000 feet down. But how many of you ever saw *Princess May's* picture taken in August, 1910?

Believe it or not she was later refloated and served another 20 years in Alaska and the Caribbean waters in spite of a fifty foot gash suffered in this grounding. In 1930 she was scuttled off Kingston, Jamaica.

Owned by the Canadian Pacific Railway, on a foggy morning of August 5, 1910, she slammed into this reef—fortunately at high tide. Hours later, after her passengers, crew and cargo were safely removed, she presented this dramatic

pose for the camera at low tide. Unlike the *Titanic*, she did not break in half and after nearly a month of salvage work, tugboats finally pulled her free. Note the four adventurers posing for the camera from her port bow. Also note, no anchor was lowered. It appeared unlikely that this ship was going anywhere soon.

A long held maritime tradition is in all manner of things—good and bad—the ship's captain is accountable. This creed has been the rule of the sea since time immemo-

rial. Judgement error and/or navigational error account for the vast majority of sea catastrophes. The responsibility of command rests with only one person—the captain.

This dramatic picture summarizes an illustrative example of a captain's serious error—lest it should ever happen to one of us!

Unlike *Titanic's* Captain Edward Smith, who went down with his ship, *Princess May's* captain lived to see this picture of his mistake. ♣

EDWARD S. BARR
ARCHIVIST—MEMBER,
HISTORY COMMITTEE

PHOTO COURTESY OF NATIONAL GEOGRAPHIC MAGAZINE



C. P. R. CO. S.S. PRINCESS MAY. WRECKED ON SENTINEL IS. ALASKA—AUG 5, 1910.

August 13, 1998
Labor Day Kettenburg Parade



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

Dear Kettenburg Boat Owner,

It is with great disappointment that I write this letter. I have owned COMANCHE since August 15, 1991 and in April 1992 I organized the first rejuvenated PCC Championship. I have been involved with organizing the PCC Regatta/Championships and then consequently the Kettenburg Regatta since that time. Others like George Wheeler and John Craig took the helm in recent years. This year, I thought would be the BEST Regatta ever. Unfortunately, I have to cancel the Kettenburg Regatta on September 19, 1998. The PCs have committed to the Sailfest in which One-Designs at SDYC take kids with cancer out for a sail. Their parents are also welcomed and hot dogs/hamburgers are cooked up at the Yacht Club. I personally believe this is a wonderful event and believe there should be more sailing activities like this.

I tried to move the Kettenburg Regatta up a weekend or two but the WYATT's beach front yard will not be available. I did have a band and a volunteer Race Committee to do an alternate date. Ancient Mariners were going to sponsor the event and had a budget for the Band and Awards. Southwestern Yacht Club had committed to do the Race Committee on the 19th.

Next year, we will try to have these two events not conflict and try to have the SDAYC Calendar reflect this. The tentative date appears to be September 11, 1999. I will try to keep everyone posted.

If anyone is interested, I will probably bring COMANCHE out and anchor in LaPlaya Cove on Labor Day Weekend. PACIFICA may raft next to me and be the Mother ship. Let me know if you are interested and joining us. It is always quite a thrill to sail in and out of the anchored boats. Perhaps we can do a Kettenburg Parade on Sunday, September 6, 1998 at Noon. I'm sure Paul Kettenburg would enjoy the sight. My e-mail at home is AMSS.INFO@JUNO.COM and phone at work is 619-688-6961. If you do have an e-mail address, could you send a short message with your name, your Kettenburg class, boat name, and hull number so I can put the info in my data bank for Kettenburg Boats. With this information, communication may perhaps improve for future events.

I am terribly sorry for the mix up.
Deb Dominici
COMANCHE PCC #22