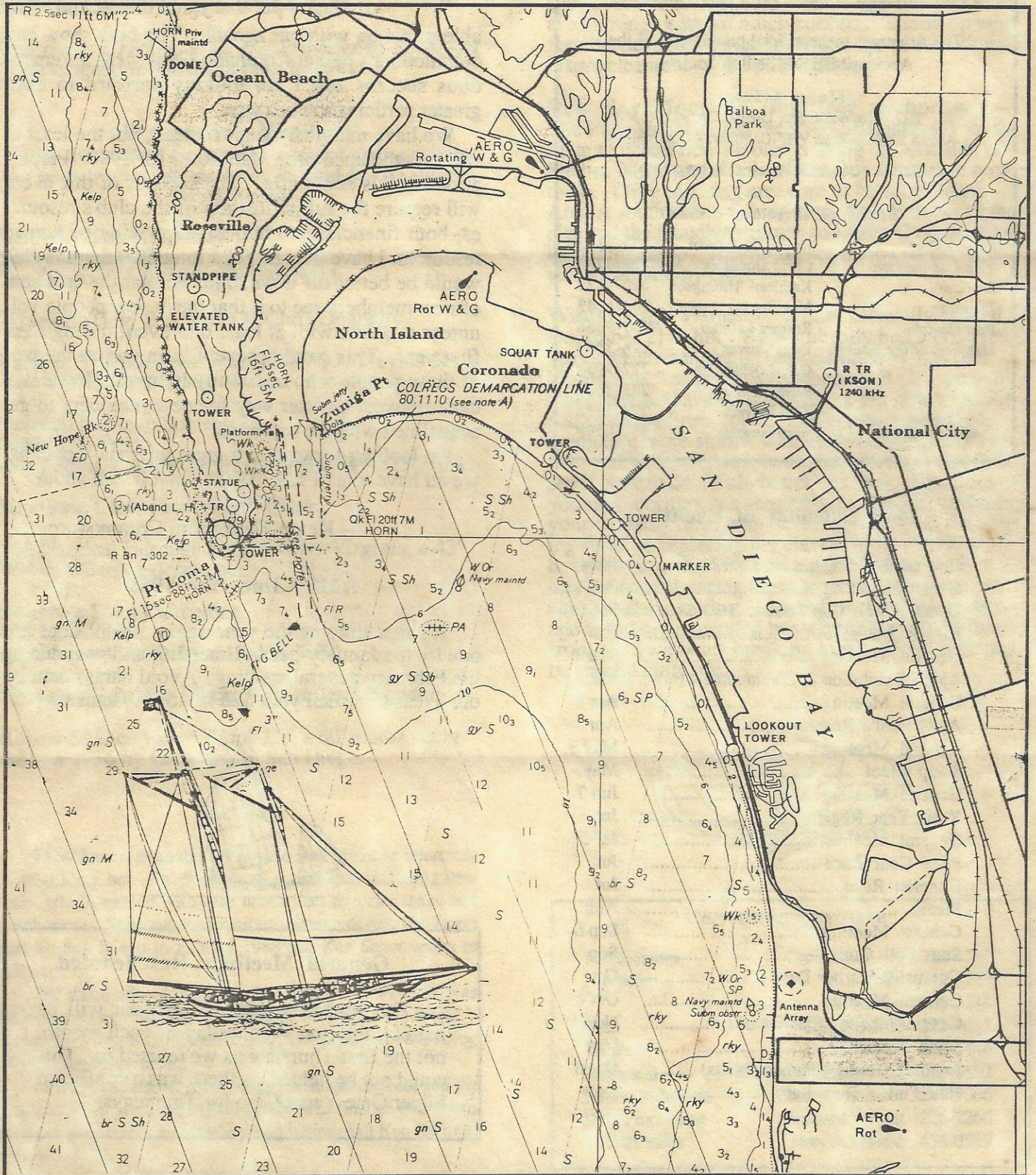
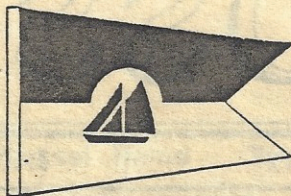


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

JANUARY 1989





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

Mailing Address:

P.O. Box 6484, San Diego, CA 92106

AMSS Ship-to-Ship VHF Common - Channel 68

Editor Gary Blackman 619-581-1133

Board of Directors - 1988

<i>Commodore</i>	Kevin Thompson	222-9123
<i>Vice Commodore</i>	Chris Donnelly	223-4762
<i>Secretary</i>	Kathleen Thompson	222-9123
<i>Treasurer</i>	Max Beere	944-6043
<i>Port Captain</i>	Rodney Latimer	287-9066
<i>Members of the Board</i>	Doug Graves	226-3446
	C.F. Koehler, Jr.	222-9051
	Rusty White	223-3624
	Tom Meyers	222-6378
<i>Staff Commodore</i>	Jerry Newton	436-0589



1988 was an exciting year for Ancient Mariners. The year opened in a firestorm of controversy over the criteria for qualifying vessels for potential membership. Fortunately, we finally put that issue to rest and were

able to get on with our agenda. The boat show and commodore's ball at Coronado Cays were a tremendous success and I am looking forward to even greater participation this year.

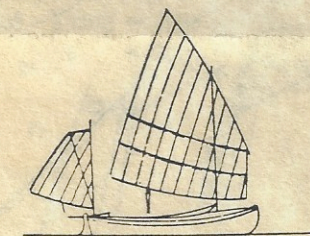
We have many challenges ahead, not the least of which is the upcoming Maui Race for 1990. Preparation for this starts now. The success of this event will require the full utilization of the club's resources, both financial and human. Speaking of human resources, I have thought for a long time that the club would be better off if we required that the sponsors of new members see to it that these new people volunteer to assist with at least one event during their first year. This would prevent burn out on the part of those people who constantly help out. Besides, I can't think of a better way for new members to get acquainted with the rest of us.

I'm looking forward to a great year and hope that we all have lots of fun. That's what it's all about.

— Kevin Thompson, Commodore

1989 Calendar of Events

General Meeting	Jan 4
General Meeting	Feb 1
Commodore's Cup Race	Feb
Dinghy Massacre	Feb
General Meeting	Mar 1
AMSS Exhibition & Commodore's Ball..	Mar
General Meeting	Apr 5
April Fool's Regatta	Apr
General Meeting	May 3
Swap Meet	May
General Meeting	Jun 7
YesterYear Regatta	Jun
General Meeting	Jul 5
Petty Coat Race	Jul
Ironman Race	Jul
Picnic	Aug
General Meeting	Sep 6
Start Fall Cruise	Sep
Oceanside Harbor Days	Oct
General Meeting	Oct 4
General Meeting (nominatons)	Nov 1
Swap Meet	Nov
Annual Meeting (election results)	Dec 6
Half Pint o' Rum Race	Dec



AMSS Dues for 1989

It's that time of the year again. 1989 dues are due by the January general meeting and past due by the February general meeting. Avoid harassment by our Treasurer, mail your \$25 in now. Thanks!

General Meetings Rescheduled

The general meetings this year will be held on the first Wednesday of each month, not the first Thursday as we're used to. This could not be helped, as there was a conflict at Silver Gate Yacht Club for Thursdays.

Welcome Aboard

New Members

Ron Render
2003 Caminito Circulo Norte
La Jolla, CA 92037 619-459-6497

Ron owns *Cricket*, a 12 1/2' Providence River cat boat designed in 1870 and built in 1978.

Prospective Members

(Prospective members must appear at a general meeting to introduce themselves and their boat before the board can take action on their application.)

Keith & Vikki Korporaal
3842 Liggett Drive
San Diego, CA 92106 619-235-6511

Sponsors: Gary Blackman & Chris Donnelly

Keith & Victoria own *Orian*, a 64' 1934 Nevins design built in New York.

Nautical Heritage Society
24532 Del Prado
Dana Point, CA 92629 Rusty White 619-223-3624

Sponsors: Chris Frost & Bill Clark

The Nautical Heritage Society owns *Virginia*, a 43' William Garden design built in 1913.

Robert & Sherry Groening
655 4th Avenue
San Diego, CA 92101 619-224-7654

Sponsors Gabrielle Martin-Neff & Jerry Newton

Robert & Sherry own *Black Tie*, a 60' motor yacht built in 1936 by Campbell in San Diego.

For Sale

Thorobred is available for anyone who might be interested in rebuilding her. She has lots of equipment, including new sails, rebuilt engine with zero hours, fuel & water tanks and much more. She sustained serious damage during the storm that hit San Diego in January 1988 and Ken Secor wants to sell her.

For those who don't know her history, *Thorobred* was once known as "the fastest sailboat of her size in the world." She is a 45 foot Matt Walsh design with a magnificent string of victories to her credit.

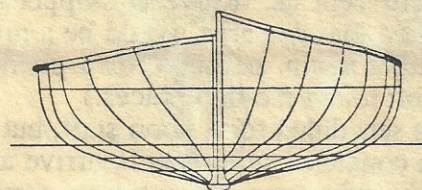
Ken has extensive records compiled about the boat and the designer. His price is \$14,000 and he will finance two-thirds of the selling price. For further information, call Ken Secor at 619-479-2102.

PORT SIDE by Rod Latimer

Shelter Island Entrance — The Port Authority has installed a new day mark at the entrance to Shelter Island one hundred yards south of the police dock. The daymark is heavily built and has significant overhangs. It should be able to withstand several rammings without much concern. Lining up with the channel entrance daymark and the new mark will insure clearance of the police dock.

New Bay Moorings (lost free anchorage) — The Port Authority has received permission from the State to install new moorings along the east side of Shelter Island and eliminate the free anchorage now there. Three mooring areas are to be established: Area A south of the fishing pier; Area B between the pier and the launching ramp; and Area C north of the launching ramp. We should see action on this project within ninety days.

Winter High Winds — Winter officially started December 21st, but we have already had some pretty heavy weather in the form of Santana Winds (not "Santa Ana," as many have been told). It's time to make that annual detailed check of the ground tackle and mooring lines, folks. The Weather Service is predicting more storms with more intensity this year over last year. We lost enough boats last year; let's see if we can do a little better this year. For those of you on moorings, we suggest you consider replacing your mooring lines with chain, doubling up the existing lines, or replacing the current lines with new, heavier ones. And it's still a good idea to plan on staying aboard during these violent storms if at anchor or on a mooring. Most of us risk greater damage by other unattended boats hitting us rather than from our own boats breaking loose. Good luck and be careful out there.



Committee Chairmen

Membership	Chris Donnelly	223-4762
Handicap	Bill Clark	542-1229
	Al Hislop	565-9214
Race	C.F. Koehler	222-9051
Trophies	Doug Graves	226-3446
Historical	Gabrielle Martin-Neff	223-6502
Public Relations	Rodney Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Jerry & Marcia	436-0589

Half Pint 'o Rum Race

December 3, 1988

Position	Vessel Name	Type	Owner	Rating	Elapsed	Corrected
Racing			Course Distance:	7.4 nm		
1	Sally	59' frac sloop	Koehler	• 80	2:15:03	2:15:03
2	Whisper	42' sloop	Williams	140	2:22:36	2:15:12
3	Cloud Nine	51' sloop	Bone	90	2:24:46	2:23:32
4	Dauntless	61' styls schooner	Plotts	170	2:45:33	2:32:27
Cruising			Course Distance:	7.4 mn		
1	Toko	20' ketch	Clark	325	3:23:39	3:19:24
2	Queequeg	21' cat	Blackman	345	3:36:33	3:29:50
3	Sea Brig	30' ketch	Latimer	300	3:56:05	3:49:55
4	Comber	40' ketch	Lynch	270	3:53:36	3:51:08
5	Kauwee	32' ketch	Donnelly	300	3:59:14	3:53:04
6	Strokes	17' sloop	Hislop	• 250	3:55:36	4:00:36
7	Windship	30' ketch	Winchp	300	4:11:51	4:05:41
	Sea Witch	35' gaff ketch	Cabeen	400	DNF	
	Maid of Kent	30' schooner	Newton	425	DNF	
	Ranger	26' sloop	Sutter	340	DNF	
	Beyond	36' gaff schooner	Beere	500	DNF	
	Scrimshaw	40' cat ketch	Daust	400	DNF	

Half Pint Commentary

This year's Half Pint 'o Rum Race was interesting to say the least. Jerry Newton decided that we would be pushing it to start off La Playa Beach again, so he selected the beach just north of Coronado Cays for our start. It was a good choice; not a soul was there 'cept us. (Several skippers—I was one—remarked that this area would be a nice place for us to gather again, perhaps for a picnic and a couple of short round-the-buoy races.)

We were scheduled for a noon start, but we had to wait for a couple of stragglers to arrive and drop anchor. In the meantime, we ontimers sampled the rum just to make sure it was fit for consumption at the finish line.

At 12:16 the horn sounded for the Le Mans start for the dinghies. *Toko*, *Queequeg*, and *Strokes* started off the beach and were assessed a five-minute penalty to compensate. The wind at the start was near zero, so everything shifted into slow motion right off the bat.

The racing class got off okay, but the cruisers drifted. It was nearly two hours before the leaders in the class even reached the bridge. The wind had picked up by then, however, so some cruisers were

able to finish by the 16:30 cutoff time. Jerry Newton mentioned that *Maid of Kent* and several others never made it past Seaport Village.

If the usual howling southerlies had shown up, the story would have been different, of course. We all would have roared up the bay on a broad reach and wallowed in nectar at the raft up. I think Jerry's idea of a South Bay start was a master stroke. Time will tell, though, eh?

— Gary Blackman

