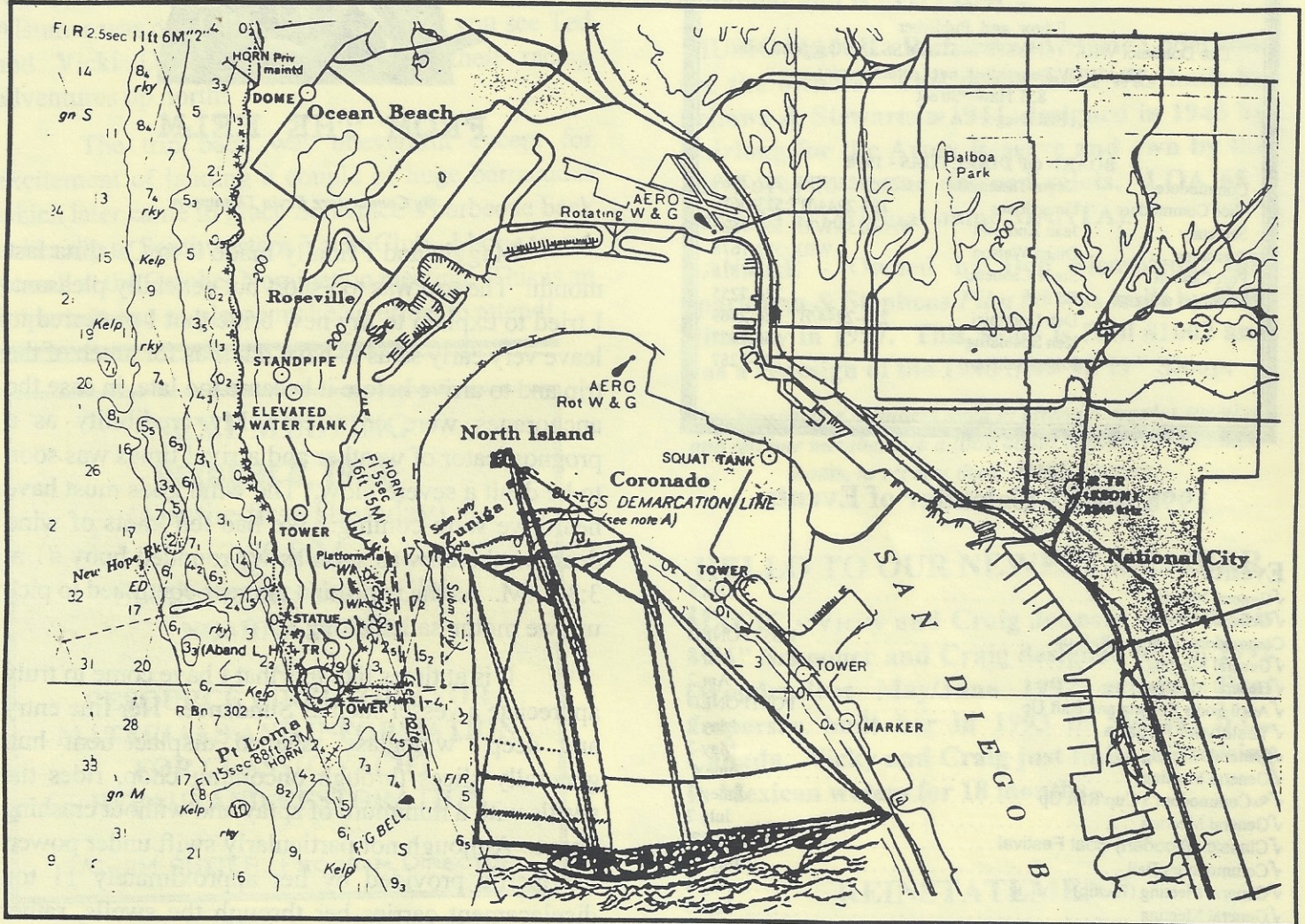


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY Volume 24, Number 10

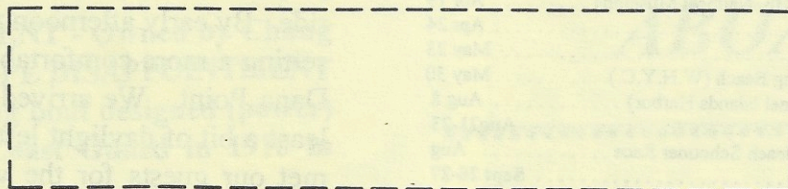
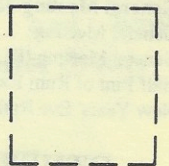
OCTOBER 1998



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166





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

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AMSS Ship-to-Ship VHF Common - Channel 68  
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San Diego, CA 92103

#### BOARD OF DIRECTORS - 1998

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## FROM THE HELM

*By Commodore Kevin Thompson*

Maggie and I finally made it to Catalina last month! The trip was too short but generally pleasant. I tried to explain to my new bride that I preferred to leave very early so as to have flat seas for much of the trip and to arrive before it became too late, in case the anchorages were crowded. My credibility as a prognosticator of weather and arrival times was soon to be dealt a severe blow. The wind gods must have heard we were coming. We had ten knots of wind dead on the bow as soon as we rounded buoy #1 at 3:30 AM. As the wind and the seas continued to pick up, we motor-sailed along.

It is at times like this that I have come to truly appreciate a vessel such as Sundance. Her fine entry and deep "wineglass" shaped displacement hull generally slices through oncoming chop, rides the swells with a minimum of spray and without crashing about. Although not particularly swift under power, the inertia provided by her approximately 11 ton displacement carries her through the swells, rather than being stopped by every third one and then having to come back up to speed again. By daylight I could see that there were three fiberglass sailboats close by on the same course for Avalon. Their lighter, shallower, beamier, harder chined hulls were displaying the exact opposite of the aforementioned properties. They were experiencing a miserably wet ride. By early afternoon the last of them beared off, setting a more comfortable course for Oceanside or Dana Point. We arrived at our destination with at least a bit of daylight left, picked up a mooring and met our guests for the weekend in Descanso bay. That night we enjoyed a pleasant meal in Avalon before leaving early the next morning for the relative

## 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
<b>General Meeting (2nd Thurs) NOMINATIONS</b>	<b>Oct 8</b>
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
<b>W.H.Y.C. vs AMSS</b>	<b>Sept 26-27</b>
S.W.Y.C. Ensenada Race	Oct 2
The Columbus Day Race, S.D. (W.H.Y.C.)	Oct 10



peace and tranquillity of the Isthmus. We saw the schooner Magic drop her hook across the harbor that evening. Craig and Vicky Johnsen are our newest AMSS members. We were sorry to see that they were gone before we could come over to greet them the next morning. There was a Wooden Hull Y.C. event going on at Catalina Harbor but we were there to relax, not to circumnavigate the island. I know that Alsumar was over there. The next time you see Ted and Vicki Davis, ask them about their racing adventures up north!

The trip back was uneventful except for excitement of landing a couple of huge barracudas which later came to grace Sundance's barbecue back at her slip at Southwestern Yacht Club. I hope to see you all at the October Nomination meeting. This is an important one so please make an effort to attend!

### NEXT MEETING

**October 8, 1998**

(Not the first Thursday)

7:30 P.M.

Southwestern Yacht Club

NOMINATIONS

&

RESOURCE DIRECTORY FOR  
MATERIALS AND INFORMATION  
FOR CLASSIC YACHT  
REPAIR AND RESTORATION

S/C JIM SUTTER, PROGRAM DIRECTOR

**JACUNDA** - Abeking and Rasmussen designed and built in 1938, owned by Yiannis Venieris. JACUNDA is a 48'6" yawl with a 9' beam and is fast!

**MISS SPENT YOUTH** - Owned by Tom Wright, this power boat was designed by Century in 1957 and built by them in 1958. This is a 20'8" runabout and is "very cool".

**MUSIC MAN II** - Richard and Marie Loderhose are the owners. This power boat was built by Fellows & Stewart in 1944, designed in 1943 by Dairlong for the Army Reserve and own by the Air Force to rescue downed pilots. LOA 65' Beam 15'6"(original name MANTA).

**YANKEE** - Owned by Don Siembieda, this Sparkman & Stephens *Pilot 35* was built by H.R. Hinckley in 1957. This Sloop is Hull #1002 and was a redesign of the 1948 S&S 32'11" Sloop.

*Our prospective members need to attend a regular meeting and tell our membership a little about themselves and their boats, to receive their AMSS burgees.*

### HELLO TO OUR NEWEST MEMBER

**MAGIC** - Vicky and Craig Johnsen owned this 39'6" Schooner and Craig designed her in 1992 (WoodenBoat May/June 1997 article). Bent Jespersen built her in 1993 in Sidney, B.C., Canada. Vicky and Craig just finished cruising in Mexican waters for 18 months.

### REINSTATEMENT

**HELAINÉ** - Michael Lewis owns this 42'6" Cutter which was design and built (originally as a sloop) in 1936 by Lester Stone.

## WELCOME NEW PROSPECTIVE MEMBERS

*The following are some of the new AMSS prospective members that participated in the Classic Boat Show and we are honored to have you all apart of AMSS!*

**CAPE DISAPPOINTMENT** - Owned by Chang Lee. The power boat CAPE DISAPPOINTMENT is a working 35.5' fishing boat designed (power) and built by the US Coast Guard in 1910 in Oregon.

# WELCOME ABOARD





★ THE TERMITE TRIANGLE RACE  
 SCHEDULED FOR OCTOBER 10, 1998  
 AND SPONSORED BY SGYC HAS BEEN  
 CANCELLED BY SGYC SAIL FLEET  
 CAPTAIN JIM KEITGES ★

**COMMITTEE CHAIRPERSONS**

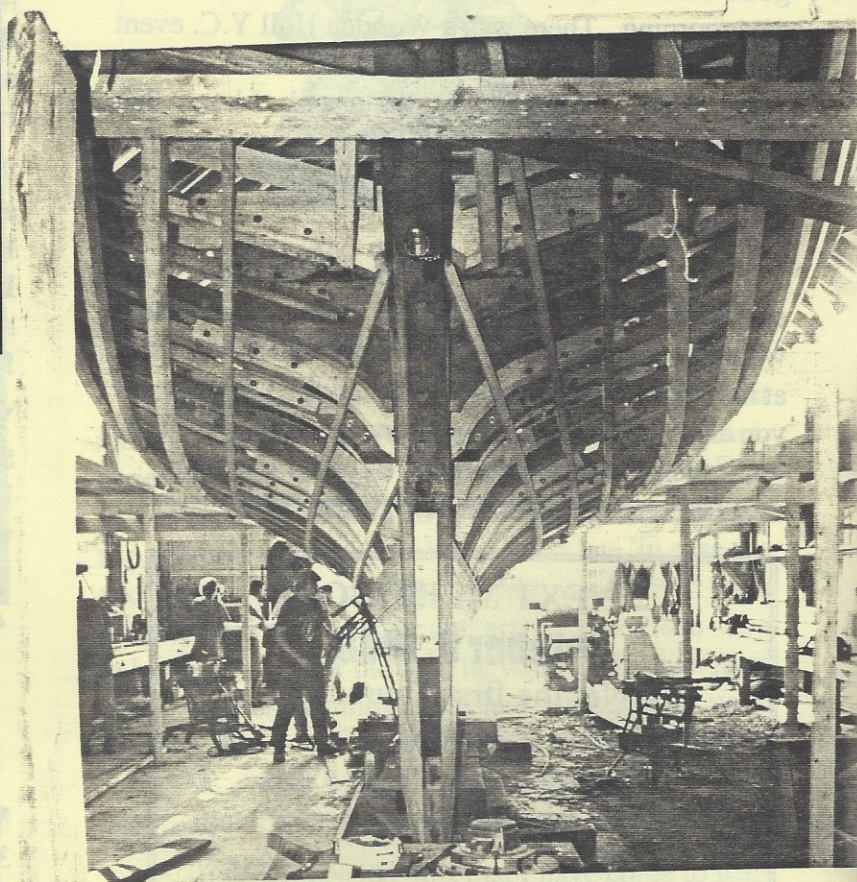
Membership	Steve Caouette	224-7816
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	294-2244
Cruising	Steve Caouette	224-7816
Program Director	Jim Sutter	972-1963
Trophies	Doug Graves/Ted Stearns	226-3446/287-4125
Historical	Ed Barr	224-7255
Public Relations	Deb Dominici	688-6961
Bye-Laws	Doug Jones	294-2244
Data Processing	Diana Watson	592-1678
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.

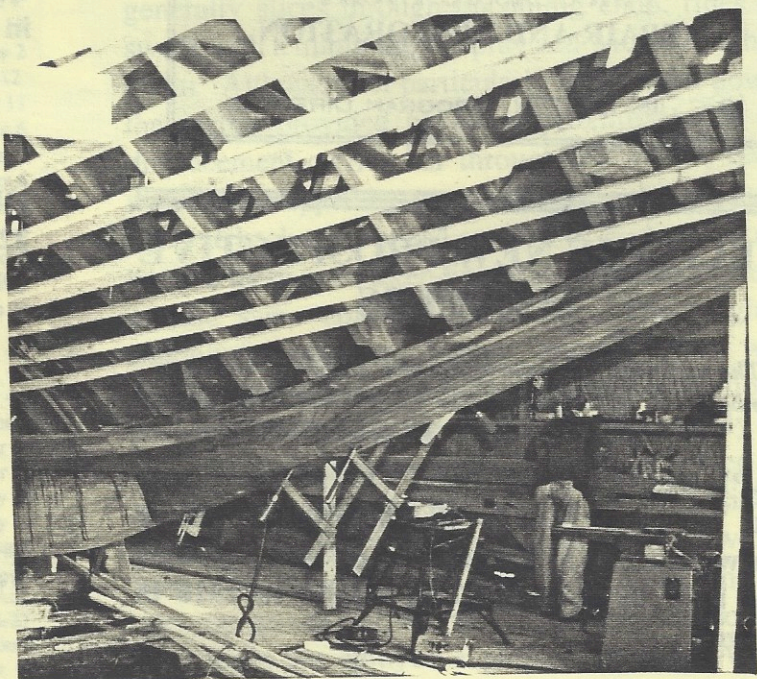
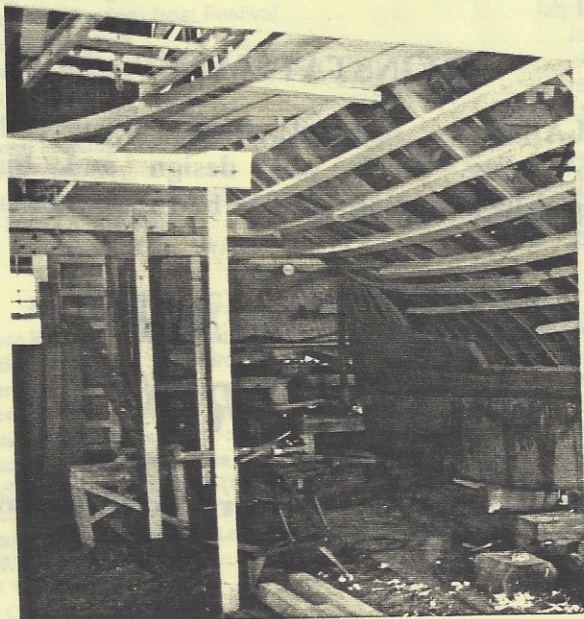
**REBECCA UNDER CONSTRUCTION**

*by Virginia C. Jones*

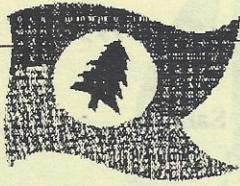
(A correction from last month's article on *REBECCA*, the 60 feet on deck schooner with a 45 foot LWL being built on Martha's Vineyard Island in Massachusetts designed by Nat Benjamin and being built under his direction: "most of the bronze rod and sheet bronze was supplied by Atlas Metals in Denver, Colorado, with fastenings coming from Standard Fastenings and C.E. Beckman's in New Bedford, MA. Red lead came from George Kirby & Sons in New Bedford.")



**PHOTOS OF *REBECCA*'s  
 CONSTRUCTION**





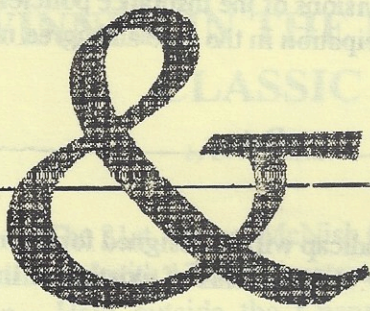


# Wooden Hull Yacht Club

*invites you to our Dana Point  
Week-end of Racing for  
Wooden Hulled Vessels*

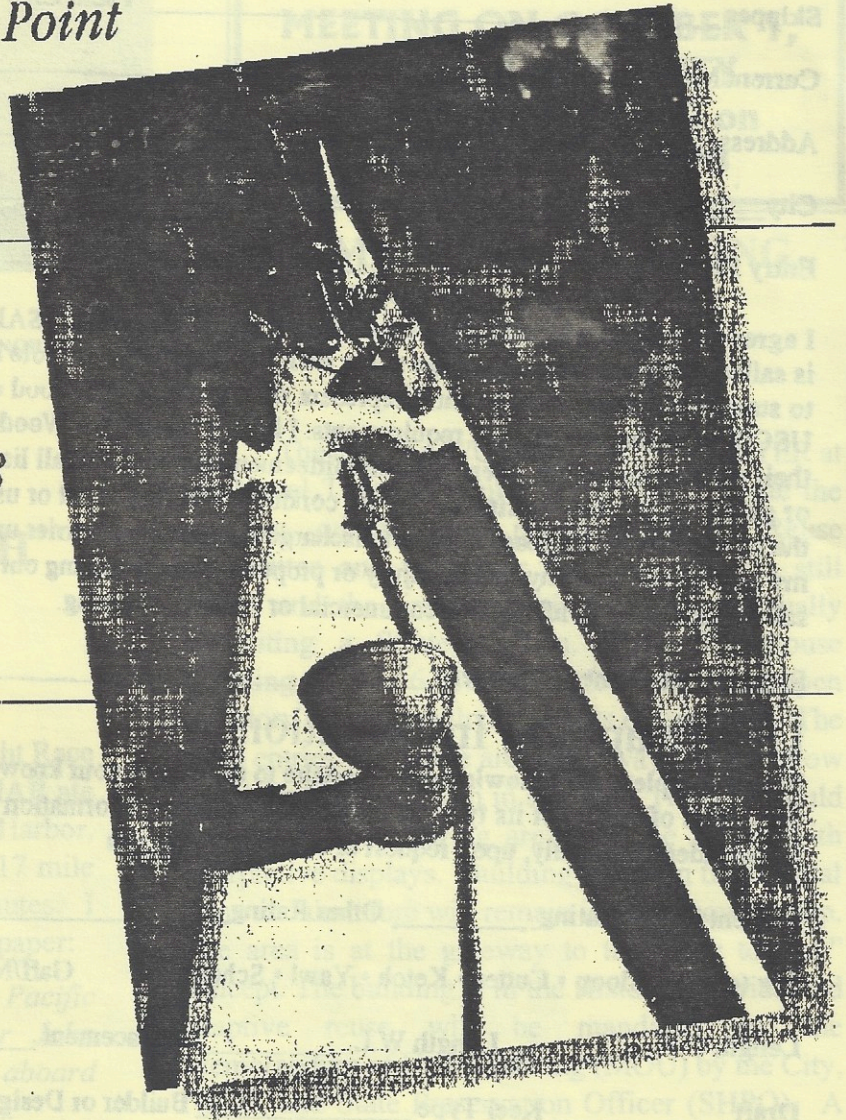
## **Newport to Dana Point**

*Saturday, Sept. 26, 1998*



## **Dana Cup Challenge**

*Sunday, Sept. 27, 1998*



*Plus an In-Harbor Small Boat Race on Sunday*

**Host Club: Dana Point Yacht Club**

*\$35 entry, \$20 for In-Harbor Only      Guest Slips Available*



*Call: WHYC at 310/514-1318 or Audrey at 714-965-4028, Doug 949-675-7726, Jon Duff 310-320-5039*



Fill this out, sign it, enclose fee, and mail to Wooden Hull Yacht Club.

# "Dana Cup Regatta" Entry, September 26 & 27, Sat/Sun, 1998

Name of Yacht \_\_\_\_\_ CF or Doc No. \_\_\_\_\_ Sail No. \_\_\_\_\_

Skipper \_\_\_\_\_ Yacht Club Affiliation \_\_\_\_\_

Current Marina \_\_\_\_\_ Dock No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Entry Fee Enclosed \_\_\_\_\_ Cash \_\_\_\_\_ Check \_\_\_\_\_ (Payable to WHYC)

I agree to comply with all rules of the WHYC, the IYRU, and USSAIL and any other instructions under which this race is sailed. I acknowledge that I am at my own risk and that is my sole and exclusive responsibility to decide whether or not to start or continue in the event. I represent that my yacht is in good condition, seaworthy, and fully complies with USCG safety and equipment requirements. I hereby release the Wooden Hull Yacht Club and any assisting yacht club, their officers, members, agents or committeemen from any and all liability for any injury to myself, my boat, my crew, or guests on my boat arising out of the conducting of this event or use of WHYC or assisting yacht club facilities to the extent that such release does not discharge my insurance carrier under the provisions of the insurance policies on my yacht. I assume any risk of injury or property damage arising out of my participation in the race and agree not to sail in hazardous conflict with commercial or military shipping.

Signature of Owner/Charterer \_\_\_\_\_ Date \_\_\_\_\_

## Handicapping Information

Please complete the following questionnaire to the best of your knowledge. A handicap will be assigned for the race based on ratings of yachts of its type, in conjunction with the information given below. Adjustments of existing ratings may be considered annually, upon request of competing skippers

Current PHRF Rating \_\_\_\_\_ Other Rating \_\_\_\_\_

Rig (circle) • Sloop • Cutter • Ketch • Yawl • Schooner \_\_\_\_\_ Gaff/Marconi Main \_\_\_\_\_

Length O.A. \_\_\_\_\_ Length W.L. \_\_\_\_\_ Displacement \_\_\_\_\_ Beam \_\_\_\_\_

Draft \_\_\_\_\_ Keel Type \_\_\_\_\_ Builder or Designer \_\_\_\_\_

Largest Headcail \_\_\_\_\_ % L.P Will spinnaker be used? \_\_\_\_\_

Sails J \_\_\_\_\_ I \_\_\_\_\_ P \_\_\_\_\_ E \_\_\_\_\_  
(foretriangle Base) (jib halyard height) (mainsail luff height) (mainboom length)

If modified from original design, please describe \_\_\_\_\_

Check here if you are a US Sailing member for an \$5.00 discount. Fill in member # \_\_\_\_\_

Entry Fee: \$35.00 Club Members \$30.00 In Harbor Only \$20.00 Cutoff Date: Monday, Sept. 21, 1997 at 12:00 am.

Checks to: WHYC, 8855 Atlanta Ave. #303, Huntington Beach, CA 92646 WHYC Phone: (310) 514-1318

FAX: (714) 965-4038 Commodore (310) 320-5039 NPB Area Delegate, Doug Smith-Ginter 949-675-7726



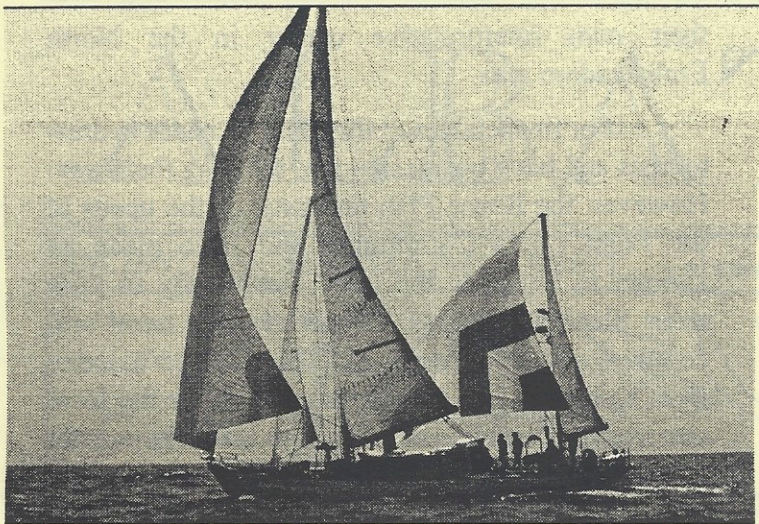


PHOTO LUISE ANN NORTH

(Copy of Photo reprinted with Log's permission)

## ALSUMAR, AN AMSS MEMBER IS THE BIG WINNER IN THE McNISH CLASSIC

by Deb Dominici

The 21st Annual McNish Classic Yacht Race was blessed with 17 to 20 knots and ALSUMAR ate it up. Held outside the Channel Island Harbor, Alsumar had the best elapsed time for the 17 mile race with the time of one hour and 52 minutes. I quote the Ventura edition of the LOG Newspaper:

*"ALSUMAR is in a class by herself," said Pacific Corinthian Yacht Club Race Coordinator John Dunbar, "My wife Carol said she would live aboard and her idea of camping is the Bevely Hilton."*

Vicki and Ted Davis who owned and restored ALSUMAR are relatively new members of AMSS.

### AMSS HISTORIAN ED BARR'S DREDGED UP GOODIES

OCTOBER 4, 1853 -LARGEST WOODEN SHIP EVER BUILT IN AMERICA -4,555 TONS -GREAT REPUBLIC - A CLIPPERSHIP, LAUNCHED IN BOSTON.

OCTOBER 19, 1898 - THE FIRST SHIP TO SAIL DIRECTLY TO TO SAN FRANSICO IN RESPONSE TO THE DISCOVERY OF GOLD WAS THE JOHN W. CATER DEPARTING NEW YORK CITY ON THIS DAY.

**THE  
NAVAL TRAINING CENTER  
(NTC) FINAL DRAFT REUSE  
PLAN will be heard at  
PLANNING COMMISSION  
MEETING ON OCTOBER 1,  
1998 and at the CITY  
COUNCIL MEETING on  
OCTOBER 20, 1998**

### THE MARITIME TRAINING CENTER AT N.T.C.

by Deb Dominici

The idea of a WOODEN BOAT CENTER at the Naval Training Center is not dead. Quite the contrary, our proposal presented to the Reuse Committee and to Mayor Susan Golding is still viable and the time is getting closer to actually presenting a Strategic Plan. The Warehouse Building # 32, is 6,010 square feet in size, an open two story building with office lofts on each end. The ramp entries with large arch door ways would allow small crafts to be taken in and out. The lofts could be turned into viewing areas for the public with interpretive displays. Building #32 is in the Coastal Zone and therefore will remain in public ownership. The area is at the gateway to the "Bay to Bay" concept. The building is in the Historic District, and adaptive reuse will be mandated by the Memorandum of Understanding (MOU) by the City, Naval, and State Preservation Officer (SHPO). A "Work in Progress" Exhibit demonstrating a "Green" Boat Working Facility has the possibility to obtain matching grants from several Historic Preservation Grant Programs (e.g. Transportation Equity Act for the 21st Century, Preservation Technology and Training Grants, etc.). Tourist Occupancy Tax (TOT) moneys could also be available. There are other adjacent Work Progress Administration (WPA) buildings (i.e. buildings #31, 33, and 34) that would lend themselves to small boat building activities. The drawback with the location is its location under the airports' air path and experiences noise levels up

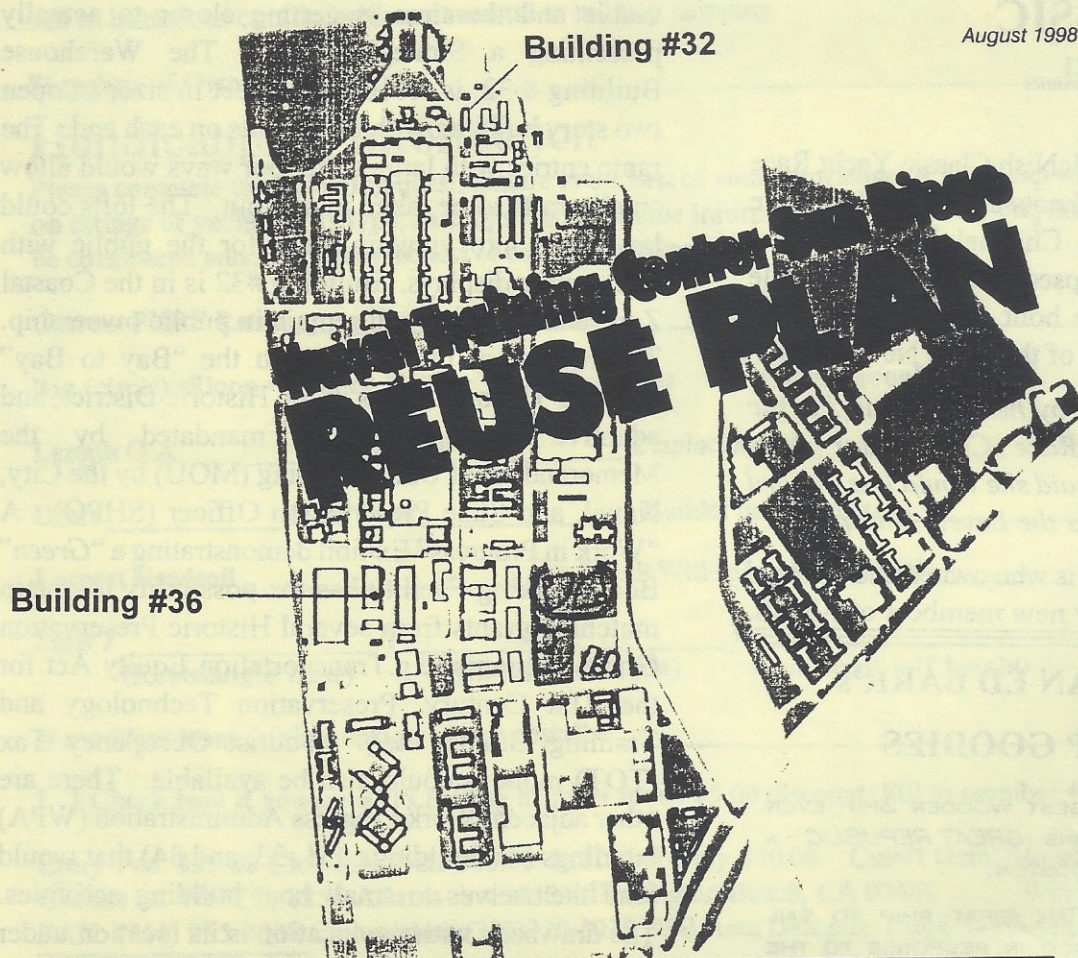


to 75 to 80 decimal. Not perfect, but with a "Green" Boat Yard containing centralized filtration (like central vacuuming), **everyone** wears ear protection. The tourist can listen to informational tapes and the exhibitors/students and teachers/workers can listen to Rock and Roll, or the music of their choice. There is a classroom or office space available now for Ancient Mariner's interim use. The lease agreement would be from the San Diego Community College District in Building #36, in the 65 noise decimal area within the Educational Core Area. Two small areas would be available to AMSS at a minimal cost ( a 9'9"x9'7" area and a 9'7"x18'9" area).

Betsy Weisman, N.T.C. Project Director, indicated that the Master Developer will be looking at possible Strategic Business Plans from applicants by late 1998 for permanent long term lease. If these lofty plans are beyond the Ancient Mariner's intentions and goals, out of town not-for-profit organizations could be solicited. The Maritime Museum supports the idea but is more interested in

their own interpretative center in the North Embarcadero area.

For financial feasibility, N.T.C. needs to draw tourists and have businesses that will pay their way. However, the Reuse Plan understands the needs of the Point Loma Community and have made an attempt to integrate the local community in their reuse planning process. Hopefully this trend will continue and a Maritime Training Center/Wooden Boat Center at N.T.C. will be a place for the local community's children and adults to learn the transfer skills of Wooden Boat Building. Envision a center where information about a particular boat is curated and replicas can be duplicated. Individuals visiting San Diego could learn first hand about our Maritime History and perhaps actively use a vessel or observe its construction, rehabilitation, or restoration. Can you image the view as you take off from Lindbergh Field, . . . a fleet of small craft, traditionally built, traveling down the canal, "Bay to Bay"? ❖❖❖❖❖



A Plan, Rationale, and Implementation Program  
for Reuse and Redevelopment of NTC