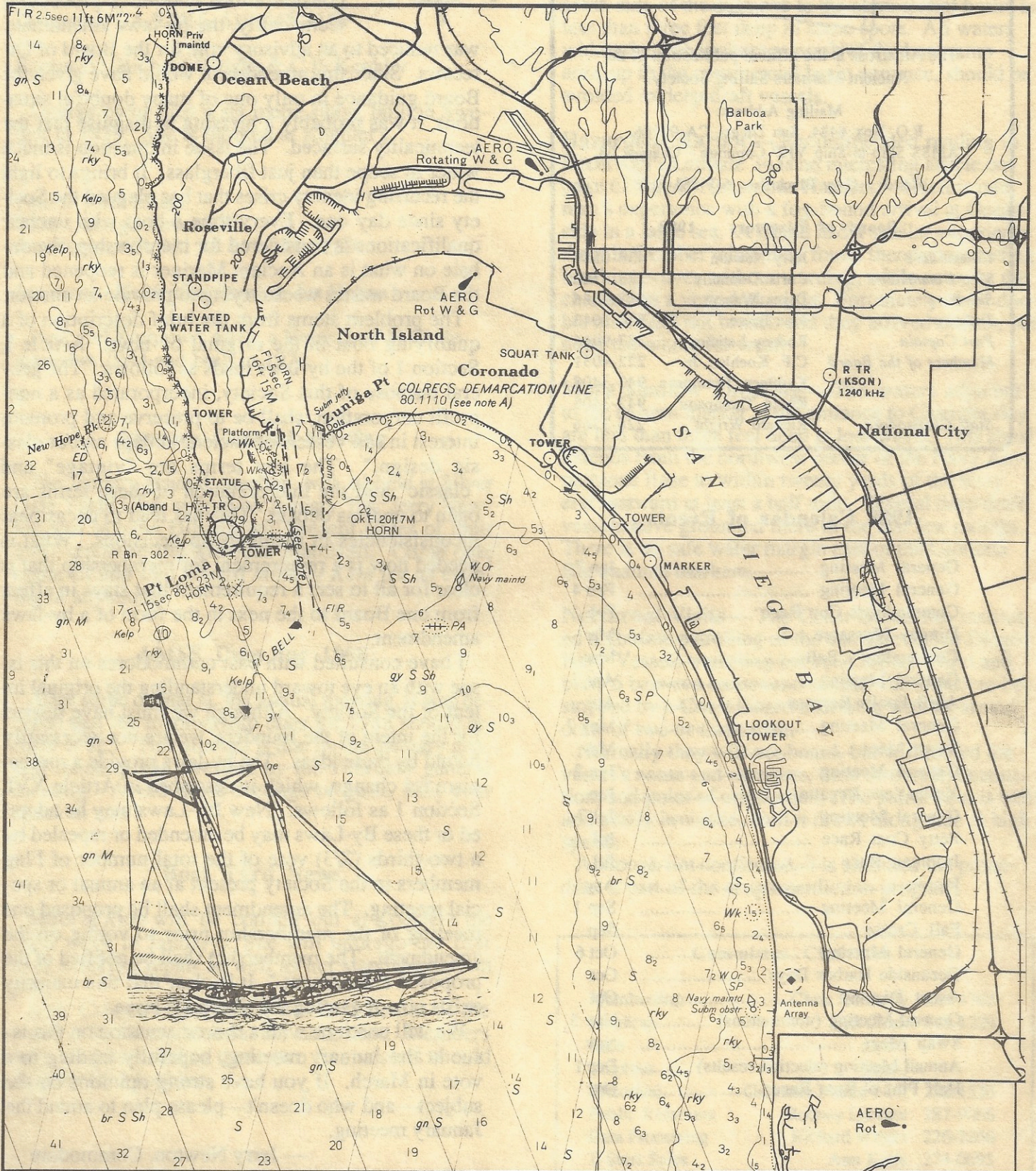
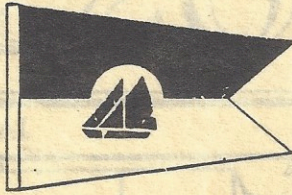


ALBATROSS

ANCIENT MARINER'S SAILING SOCIETY

JANUARY 1988





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>	Jerry Newton	436-0589
<i>Vice Commodore</i>	Chris Donnelly	223-4762
<i>Secretary</i>	Diana Watson	287-9066
<i>Treasurer</i>	Max Beere	944-6043
<i>Port Captain</i>	Rodney Latimer	287-9066
<i>Members of the Board</i>	C.F. Koehler, Jr.	222-9051
	Kathleen Thompson	942-3408
	Kevin Thompson	942-3408
<i>Staff Commodore</i>	Richard Wright	226-2266

1988 Calendar of Events

General Meeting	Jan 7
General Meeting	Feb 4
Commodore's Cup Race	Feb
Dinghy Massacre	Mar
Commodore's Ball	Mar
General Meeting	Apr 7
April Fool's Regatta	Apr
General Meeting	May 7
Swap Meet	May
General Meeting	Jun 2
YesterYear Regatta	Jun
General Meeting	Jul 7
Petty Coat Race	Jul
Ironman Race	Jul
Picnic	Aug
General Meeting	Sep 1
Fall Cruise	Sep
General Meeting	Oct 6
Oceanside Harbor Days	Oct
Ascot Display	Oct
General Meeting (nominatons)	Nov 3
Swap Meet	Nov
Annual Meeting (election results)	Dec 1
Half Pint o' Rum Race	Dec



FROM THE
Helm
In the December meeting we nearly passed our first by-laws amendment, which would have eliminated fiberglass boats from membership consideration. Due to a procedural technicality, the by-laws amendment

was reduced to an advisory vote for the Board of Directors. Since this amendment would have given the Board guidance in only one of many doubtful situations, it was probably a blessing in disguise that the technicality surfaced. The issue in question is much wider in scope than just fiberglass. It brings to light the recurring identity crises that has plagued the Society since day one. Every time a boat with unclear qualifications is considered for membership, the debate on what is an Ancient Mariner is reopened and the Board wastes weeks trying to provide an answer.

The problem stems from the brief description of a qualifying boat in the original by-laws. Article I, Section 1 of the by-laws reads as follows: "The general purpose of this Society, incorporated as a non-profit corporation, shall be to preserve and promote interest in sail vessels of ancient vintage and/or classic design." The key terms are "vintage" and "classic" and the interpretation of these terms are open to endless debate. This has lead to occasional inconsistencies in membership decisions. What is needed now is a requirement for membership that is clear for all to see: a requirement that stays in effect from one Board to the next in the form of a by-laws amendment.

I have consulted with past commodores on this issue with an eye toward understanding the original intent of the Society. Although we must have respect for the intent of the founders, we are not necessarily bound by these ideas. The by-laws provide a mechanism for change, which is described in Article XVI, Section 1 as follows: "New By-Laws may be adopted or these By-Laws may be amended or repealed by a two-thirds (2/3) vote of the total number of Flag members in the Society present at an annual or special meeting. The amendment shall be proposed one meeting of the membership prior to voting on the amendment. The membership shall be notified of the proposed amendment." It is clear that this majority exists now regarding the fiberglass issue.

We will continue with a short discussion on this issue at the January meeting, hopefully leading to a vote in March. If you have strong opinions on the subject—and who doesn't—please plan to attend the January meeting.

— Jerry Newton, Commodore

Welcome Aboard

New Members

George Ream
10325 Tanglewood Lane
Descanso, CA 92016 619-445-8154

Sponsors: Richard Wright & C.F. Koehler

George owns *Zita*, a six metre sloop, built in Sweden in 1939. She is moored at Koehler's.

Paul & Ruth Ellars
2556 Chicago Street #39
San Diego, CA 92110 619-276-8259

Sponsors: Keith Korporaal & Art Hoban

Paul and Ruth own *Atria*, a Herreshoff H-28 designed in 1944 and built in 1976.

January General Meeting

The January general meeting will be held at Silver Gate Yacht Club at 7pm on January 7th. Jerry Newton and Marsha Hilmen will present slides of their 1987 cruise to the Mexican mainland. Come one; come all and step aboard *Maid of Kent* for an evening of adventure.

AMSS Dues for 1988

After some debate at the annual meeting, it was decided that the membership dues for 1988 should remain at \$25. This amount is due by the January general meeting and overdue by the February general meeting. Avoid those feelings of guilt, mail your check in now!

Boat Yard News

Maid of Kent will be coming out at Koehler's the third week in January. She will undergo her first ever caulking repair as well as her standard bottom job.

Jack Cabeen's *Sea Witch* will also be out of the water at Koehler's at about the same time. Members who are interested in these two fine vessels should drop by for a looksee.

PORT SIDE by Rod Latimer

Shallow Thinking— The harbor bottom just east of the Bali Hai Restaurant continues to shoal. The low water southwest of the "5 MPH" marker, on the south side of the entrance to the commercial basin, is less than three feet deep in some spots. All waters within the free anchorage north of the boat ramp area, up to the commercial basin entrance, should be avoided in deep draft vessels.

Hazardous Harbor— Recommended reading in December's Latitude 34 is an interesting article on page 62 titled "Hazardous Harbors," which is one man's experience with a fog-bound arrival at Ocean-side in a large sea. A friend had a similar experience there in October when they found themselves surfing breaking waves without warning, while entering the channel on a very dark night. Fortunately, their double ender did not broach and they arrived shaken, but none the worse for wear.

More Shallow Thinking— The waters adjacent to the eastern marker at the entrance to Glorietta Bay are less than three feet deep at low water. This shoal extends from the northwest corner of the Navy Amphibious Base to within twenty yards of the buoy and eastward at least a half mile. Several deep draft vessels have grounded there in the last few months. There is no safe water margin east of the Glorietta Bar channel markers.

Nocturnal Visits— The Coast Guard has instituted nighttime patrolling of the entrance to San Diego Bay. Vessels transiting between Ballast Point and buoy 5 between sunset and sunrise can expect to be stopped by a Coast Guard inflatable with an armed crew of two or three men.

Normally they will not board, but will record the vessel's name and numbers, time of transit, destination, and point of origination. The patrol boat is unlit and nearly invisible, until it draws along side at high speed.

Although not confirmed, it is assumed the procedure is part of the drug interdiction program.

Committee Chairmen

Membership	Chris Donnelly	223-4762
Handicap	Bill Clark	542-1229
Race	(open)	
Trophies	(open)	
Historical	Gabrielle Martin-Neff	222-1530
Public Relations	Rodney Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Ann Kolls	274-0695

Half Pint o' Rum Race
December 5, 1987

Position	Vessel Name	Type	Owner	Rating	Elapsed	Corrected
Classic Racing Course Distance:		7.0 nm				
1	Whisper	42' sloop	Williams	150	3:01:42	2:54:14
2	Andale	46' sloop	Smith	150	3:02:00	2:54:32
3	Sally	59' sloop	Koehler	• 86	3:02:37	3:02:37
4	Scottish Fantasy	57' yawl	Woods	108	3:09:30	3:06:56
5	Varya	39' sloop	Jillich	150	3:16:08	3:08:40
6	Nymph	38' sloop	Walker	165	4:19:45	4:10:32
DNF	Dauntless	61' schooner	Plotts	160		
DNF	Mischief	37' schooner	Smith	190		
Classic Cruising Course Distance:		7.0 nm				
1	No-Ka-Oi	34' sloop	Morris	• 200	4:11:50	4:11:50
2	Salud	31' yawl	Thompson	• 200	5:45:40	5:45:40
3	Fair Lady	40' sloop	Merrill	250	5:54:35	5:48:45
DNF	Maid of Kent	30' schooner	Newton	450		
DNF	Rowdy	44' yawl	Ashley	200		
DNF	Scrimshaw	40' schooner	Daust	400		
DNF	Sea Brig	30' ketch	Latimer	300		
DNF	Revelee	31' gaff ketch	Fossum	520		

• Indicates scratch boat in each class

Half Pint Commentary

by Jerry Newton

The traditional weather for this event is either a strong southerly wind with rain or no wind at all and fog. This year's race was of the light air variety, but with a wrinkle. An eight foot tidal change provided a lesson in current sailing, featuring a "flush" start.

The first leg to windward was a schooner's dream: we could make two knots toward the mark without making headway through the water! The real challenge for the fleet was the return from buoy 11 past Ballast Point with its two knot current. We found it necessary to reach off, sailing a longer-than-desired course to gain sufficient boat speed to overcome the current.

The finish in the racing fleet was very close as *Whisper*, *Andale*, and *Sally* crossed the finish line within a minute of each other. The endurance honors go to *Salud* and *Fair Lady* for their fine light air sailing after the tide had turned against them again on their way back from downtown. Most of the cruising fleet retired from the race before the time limit and chose not to risk the loss of hot rum at the raft-up.

Queequeg was the only Short Course boat to show

up at the starting line, so she started with the Cruising Class for the fun of it. Having no engine, it became apparent that she would not make it back in past the nozzle formed by Ballast Point if the wind dropped any further, so *Queequeg* retired early on to avoid getting flushed out to the Coronados Islands.

Again, many thanks to Robin Brackenbury and Richard Wright for the concise race instructions and thanks to Richard Wright for pressing *Sceptre* into service as committee boat.

Maui Race

The membership overwhelmingly endorsed continuation of the Maui race at our December meeting. The vote was run the race at four year intervals. The membership was evenly split between holding the next race in 1989 or 1991. The Board feels that a 1991 race allows adequate time to promote and prepare for the event. A Maui race coinciding with the America's Cup would provide qualifying Pacific Northwest spectator yachts an optional route back home. The America's Cup finals will be completed by late May 1991, God willing, relieving some of the congestion in the bay for a June 1991 start.