



ALBATROSS

Ancient Mariners Sailing Society
Est. 1975

2014 Kettenburg & Classic

Yacht Regatta—June 27, 28 & 29

Friday—Concours d'Elegance

Saturday—Buoy Races, Dinner &

Presentation

Sunday—Bay Race & Awards Ceremony

To preserve and promote interest in sail
and power vessels of ancient vintage

2014 Officers, Board Members, Chairs, etc.

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Vice Commodore	Chris Barclay	619 588-2054
Port Captain	Phil Thearle	619 334-4013
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Yeoman	Caroline Helmy	858 481-5569
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At Large	John Buser	619 226-7443
At Large	Chris Reddin	847 636-9336
Race Director	Johnny Smullen	619 758-9198
Event Program Chair	Greg Stewart	619 224-6347
Yesteryear Race Chair	Greg Stewart	619 224-6347
Half Pint Race Chair	Johnny Smullen	619 758-9198
Albatross Editor	Ann Kinner	619 223-8989



So much is happening in the next couple of months! The next big thing, well underway, is the 2014 Kettenburg and Classic Yacht Regatta, presented by the Ancient Mariners Sailing Society, and hosted by the San Diego Yacht Club. This three-day event offers an opportunity to see some wonderful yachts in prime condition, and to see once again the start and finish in front of SDYC.

Then in July we have another, and probably the last, opportunity to be part of the reconstruction process of the San Salvador, and to work along side the ship building team from our Maritime Museum. August follows with our annual barbecue event at the Shelter Island Outboard Boating Club.

Come join us and bring friends to one or all of these summer specials!

Ann Kinner, Editor

In February the **Log Newspaper** featured AMSS vessel *Chimaera* in it's "So Cal Classics" column. Following is the text of that article. A frequent participant in our San Diego regattas, *Chimaera* and her dramatic spinnaker are fun to watch, even if she is overtaking you!.



Boat Name: Chimaera **Length:** 46 ft. 9 3/8 in. **Beam:** 10 ft. 5 in. **Draft:** 6 ft. 9 in.

Year Built: 1967. Chimaera is a sloop rig that was built for Frederick Leibhardt, specifically to outrace other San Diego boats like Sally.

"We built it here in Driscoll Boat Works in San Diego," said John Driscoll, the boat's owner. "The man that had built it was an architect, but my dad, Gerry Driscoll, knew how to make the boat look right so he did the design and sent it back to Sparkman and Stephens, who added on to it from there."

"I actually worked on it myself as a kid, building it I didn't do much, maybe handed a few screws to the carpenter," John Driscoll added. "I remember being on the boat and being in disbelief by how responsive it was – you pushed the helm down and the boat moved."

Chimaera's design copied elements of Intrepid, the 1967 America's Cup defender, whose rudder was separated from the keel. "It was a major breakthrough in boating technology," Driscoll explained.

Chimaera was carvel planked, but unique in that the outside of the hull was forged in compressions, instead of calking. "That technique wasn't widely used, I think we might have even invented," Driscoll said. "It made for a tighter hull with no calking and no cracks on the seams."

Notable Moments in Boat's History: Chimaera's first long distance race was the San Diego to Acapulco Race. The crew was comprised of the "who's who" of North American yachting :Gerry Driscoll, founder of Driscoll Boat Works and skipper of four America's Cup defender races; Lowell Orton North, founder of North Sails and Olympic Gold Medalist in the Star Class; , renowned yacht designer, Olin Stephens; Gene Treppe, and Liebhardt.

"They led a good part of the race, then parked outside of Acapulco and didn't make it," Driscoll said.

The crew came in second.

Chimaera went on to win the Lipton Cup Regatta in 1970 and placed top two in the Ahmanson Cup Regatta in Newport Beach, Calif., and won most of the local races in San Diego and took every major championship in the area including the Rumsey Regatta and the entire series of individual races that led up to it.

The boat continues its racing legacy

"Currently we're doing all the Ancient Mariner stuff," Driscoll said, who's been commodore of the Ancient Mariner Sailing Society since December 2013. "We do the whole ancient mariner circuit , which includes the Guinea Cup Race, a seven race series in San Diego Bay; then we got the YesterYear Regatta in June; the Kettenburg & Classic Yacht Regatta – that one's cool because you get to see all the old boats."

Driscoll's crew also competes in the Hot Rum Series.

Famous Skippers Who Have Been Aboard: "When I got the boat I was amazed by how many people from the San Diego Yacht Club had sailed on it," Driscoll said. "John Gladstone from North Sails said Chimaera was the first boat he ever sailed on."

Recent Notes: Chimaera is on its third life, Driscoll explained, in that it's gone from a stripped racer to a fast cruiser to a classic race boat.

"The original entry to the boat was on top of the cabin so you had to come down from the top of the boat," he added, "the original owner did that because he wanted the aft separate."

Leibhardt sold the vessel to a man named John Laprade, who modified the entry way. Laprade put the entry at a more conventional place at the aft of the cabin, Driscoll said. There's a big column that housed the original staircase – the original entry had been patched up but the structure was still there, transformed into the vessel's electrical distribution center.

Scully, the next owner who kept the vessel for 20 years, transformed Chimaera into a long-range cruiser, adding a radar system, steps up mast, bow rollers, and almost 3,000 amp hours of battery to the boat.

"When I bought it, the first thing we did was take all that stuff off – it had close to 40 outlets, it now has four and I don't even use them all," Driscoll said. He also reduced the batteries to one 200 amp house battery and one 100 amp starting battery.

"One thing that makes it look unique is I took off all the life lines and pulpits (bow and stern)," he said. "I first looked and thought 'I'm not sure if this is a good idea' but so far no one's gone overboard and it looks pretty cool without them."

He also added about 6 feet 7 inches to the mast and made it a fractional rig.

Driscoll also gutted the interior. "We took a lot of stuff out from the inside and opened it all up," he said. He started by wiping out the upper cabinets and putting all storage below the cabin floors. "We even took off the sailing instruments, it's really basic, which is my general philosophy on boats," he said.

"There was a big column where the stateroom had been; we put in a big window in the back," he explained. "Now you can see from one end to the other, it's not all that private, but it's mostly just me and my wife anyway."

Driscoll, who lives four blocks away from Chimaera, hopes to take her out this summer to Catalina from June through September, but will settle for five or six weeks.



San Salvador Shipbuilding Day — July 12, 2014

The Ancient Mariners Sailing Society and the San Diego Maritime Museum invite the public to participate in the San Salvador Ship Building Day to be held at Spanish Landing on Saturday July 12, 2014. The Shipbuilding Day will be an 8-hour day of shipbuilding directed by a Maritime Museum Master Shipwright on actual San Salvador projects.

This event costs \$10 per person and \$20 per family and requires no previous wood-working experience. More information on the San Salvador Project can be found at <http://www.sdmaritime.org/san-salvador-build>. Applications are available from the Ancient Mariners Sailing Society website www.amss.us.

APPLICATIONS MUST BE RECEIVED BY June 20, 2014.

Tatoosh to Tahiti



On Thursday, May 2, Bob Cadranel and six adventurous Ancient Mariners left on *Tatoosh* for a 90-day circuit that has taken them to the Marquesas and French Polynesia, and will eventually take them to Hawaii and Seattle before heading south to San Diego. The crew were treated to a send-off celebration that included some unusual “uniform” items, and an appropriate selection of great food and adult beverages.



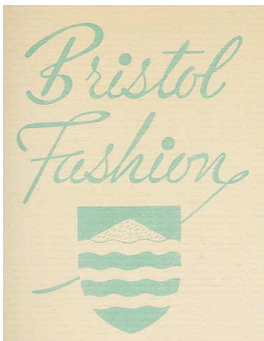
Tatoosh crossed the equator on May 22 at 12:39:09 and arrived at Nuku Hiva on May 27, 2014. She anchored under sail and came to rest “1305 pacific time, 1035 local time. 26 days, 2 hours and 5 minutes, only 3 hours of which were motored: 1 to leave the dock and 2 around Baja.”

Tatoosh sailed into Papeete on June 8, still without the assist of its engine. They will be calling on the services of a local Cat engine expert to identify the problems. We are looking forward to hearing more about their voyage, and following them on the next leg to Hawaii. Molly is joining them in Tahiti for a couple of weeks, so we may have to wait for her to arrive in Hawaii for any more extensive updates. In the meantime we can all celebrate a good voyage so far, and wish them fair seas and favoring winds for the rest of the itinerary. *Tatoosh* is, after all, a sailing vessel.

PS: Steve Rock at Fiddler’s Green was planning on putting up a chart in the bar to track their progress.

"I start from the premise that
no object created by man is as
satisfying to his body and
soul as a proper sailing
yacht."

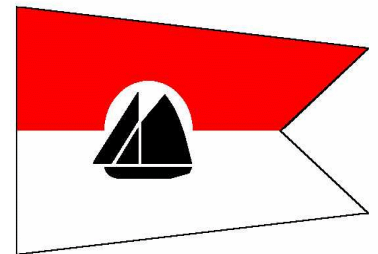
Arthur Beiser ~ *The Proper Yacht*



"The saying in today's form has been recorded as early as 1840 ("shipshape" alone being about 200 years older).^[1] The term developed most likely in view of the port of Bristol which had (before the Floating Harbour was constructed) a very high tidal range of 13 metres (43 ft), the second highest in the world.^{[2][3][1]} Ships moored in this area would be aground at low tide and, because of their keels, would fall to one side. If everything was not stowed away tidily, or tied down, the results were chaotic and cargo could be spoiled. "

En.wiktionary.org

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