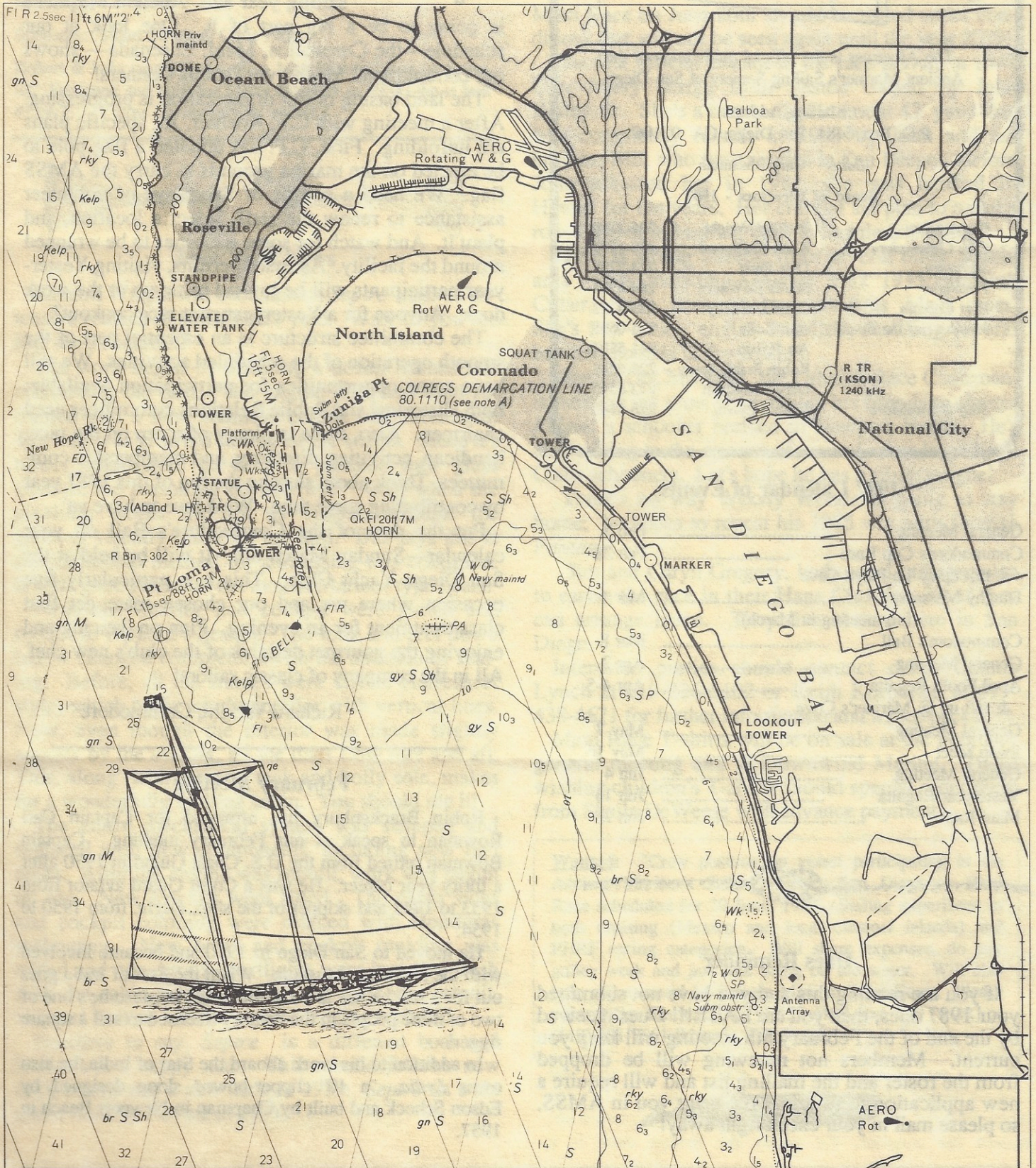
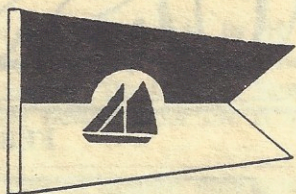


# ALBATROSS

ANCIENT MARINER'S SAILING SOCIETY of San Diego

FEBRUARY 1987





The Albatross is the official publication of the Ancient Mariner's Sailing Society of San Diego.

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**1987 Calendar of Events**

General Meeting .....	Feb 5
Commodore's Cup Race .....	Feb 28
& raft up @ La Playa Cove	
Dinghy Massacre .....	Mar 1
(no meeting in March)	
Commodore's Ball .....	Mar 8
General Meeting .....	Apr 2
April Fool's Regatta .....	Apr 4-5
& raft up @ Mariner's Cove	
General Meeting .....	May 7
Swap Meet .....	May 16
General Meeting .....	Jun 4
Yesteryear Regatta .....	Jun 13
Maui Race .....	Jun 20



**Dues Reminder**

If you are reading this and you have not submitted your 1987 dues, then you are LATE!!! Dues received by the end of the February 5th meeting will keep you current. Members not renewing will be dropped from the roster and the mailing list and will require a new application to re-join. We want you in AMSS, so please mail in your check right away!



**FROM THE Helm** The winter breezes are up, the America's Cup is getting closer to our shores and the Ancient Mariner's are getting the starting coats of varnish on their vessels. This is really going to be a sailing year and Ancient Mariner's

is going to be a big part of it. One look at our schedule—the Coronados, Maui, Ensenada— shows our commitment. Move over Dennis Conners!

The land basing of our organization is progressing. After a meeting with C.F. Koehler, Jr., specific plans are unfolding. First, C.F. has donated a flag pole to be erected on the marina grounds to carry the AMSS flag. We need a couple of Saturdays of volunteer assistance to renew the staff, select a location, and plant it. And watch for some activities to be wrapped around the facility. As space permits, visiting Yesteryear participants will be invited to tie up at the work dock. Anyone for a Yesteryear post-race cookout?

The committee structure is an essential part of the smooth operation of the scheduled activities. We still have some opportunities for participation available; both Historical and Public Relations committees need chairmen. Also, there is plenty of room on the race, handicap, activities, directory, and membership committees. Think about sharing the fun of this 1987 year by contributing some time. We'd love to have ya'.

Put the date of the Commodore's Ball on your calendar—Sunday March 8th. It will be held at the San Diego Yacht Club. This is a particularly fine occasion where we and our chosen mate get first class treatment for an evening. Plan on dancing and enjoying the gourmet delights of the club's new chef. All in the company of classic sailors!

Richard Wright, Commodore

**February Meeting**

Robin Brackenbury has arranged for Captain Carl Bowman to speak at our February meeting. Captain Bowman retired from the U.S. Coast Guard in 1950 after a thirty year career. He was a Coast Guard aviator from 1933 to 1942 and skipper of the ship, *Eagle*, from 1950 to 1954.

He moved to San Diego in 1970 and became involved with the Maritime Museum. When the *Star of India* goes out for a sail he has to be at the helm, because he's one of two or three people in the country licensed to sail a square rigger!

In addition to his work aboard the *Star of India*, he also owns *Lydia*, a 40' clipper-bowed sloop designed by Edson Schock and built by Chapman in Newport Beach in 1957.

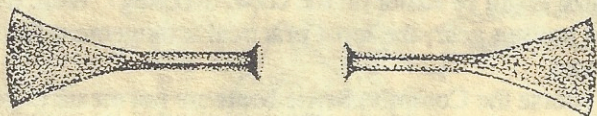
# WELCOME ABOARD

## New Members

Robert & Julia Morris  
943 Armada Terrace  
San Diego, CA 92106

Sponsors: Stuart Smith & Chris Frost

Robert & Julia own *NO-KA-OI*, a Matt Walsh Common Sense 28. Designed and built for Matt's daughter in 1933, she is hull #1 of 7. (See accompanying article.)



## Boat Yard News

Richard Wright will soon launch *Septre* after an extensive rebuild in Bill Clark's yard. Wait 'til you see her; she's beautiful!

The work began by sistering a dozen frames and refastening the hull. The engine area was then re-framed and a new stainless engine bed fabricated. The hull was grooved in way of the seams. Since it's nearly impossible to keep a planked hull glass smooth, the reasoning is, why try? Now, when the planking works it's not as visible, because the grooves visually break up the hull. Bill says this is the traditional method for addressing this condition. It adds great character to Ancient Mariner-type boats.

Next, the interior and cockpit were gutted and rebuilt to Richard's design. The look and feel down below changed completely with the addition of sealing. Before, all the frames were visible-Herreshoff style, which broke up the interior with vertical lines. Now, even though the interior was made slightly smaller by the sealing, all the lines flow fore and aft. This, along with the new teak and holly sole, makes for a wonderfully inviting cabin. You should see it!

The entire mechanical system was stripped and replaced with new components, including new fuel tanks. After the engine was rebuilt, work was begun up top. New hatches were fitted. The cabin sides and cockpit combing were refaced with Honduras mahogany. New brow and cockpit molding was added and new bronze portlights were installed flush with the cabin sides. Finally, the mast was rebuilt, stripped back to natural, and the rigging replaced.

Needless to say, *Septre* is a different boat and Richard is a happy man. This rebuild follows new deck beams and a new deck in 1983. *Septre* is a six meter built by Nevins in 1931.

## Maui Race Update

Hey, everyone, this race is shapin' up! The results of a statistical study done by Richard Boehmer, an ocean-racing analyst and yachting historian, indicate that TransPac race conditions follow a 32-year cycle which peaks this year, so this year's San Diego to Maui Race on June 20th should be sailed under conditions that will not be seen again until the year 2019!

Our first official entrant in the race is *Iris*, a 1947 Don Avery design from Seattle owned by John Bailey, Jr. She's a heavy displacement 43' yawl that was completely rebuilt in 1983 by John and his brother, Bill, who now resides in San Diego. Before John acquired her in 1981, she was berthed in Hawaii for ten years. Her crew of six plan to make a round trip of it, heading back to Seattle from Maui.

There is strong interest from several other Seattle area yachts, including *Señorita*, a 32' 1935 Falmouth Cutter, that's been in two previous Maui races. She's had a new engine installed, shedding several hundred pounds in the process.

Marcus DeChevrieux, the Lahaina Race Chairman, is twisting the arms of several of his friends to charter *Kelpie*, a schooner berthed in Newport Beach. He's also talking to the owners of several other large West Coast schooners. Let's hope he has a silver tongue!

There's no way Woody Woods is going to stay home; he hopes to repeat his 1985 win with *Scottish Fantasy*.

Jim and Caryn Gregory, both naval officers, plan to escort the race in their Hans Christian 38, if they can arrange leave. They live aboard here in San Diego.

Interested parties should contact either Lonnie Lynch at 619-226-5102 or Keith Korporaal at 619-438-4671 for further information and a race packet.

Maui Race T-shirts will be on sale at the February general meeting and at Downwind Marine. Those wishing children's T-shirts should special order them from Sheila DeWeese with advance payment.

**Wanted:** "Crew position on vessel participating in the Ancient Mariner's Sailing Society San Diego to Maui Race scheduled for 20 June, 1987. Sailing experience in both cruising (Mexico and local channel islands) and PHRF racing categories. Will share expenses, do any galley work and just like being on the water. Will also help sail a vessel back from Maui to West Coast. Please contact Jim Boulter at (619) 453-4100, ext. 540 [work] or (619) 291-7661 [home]. Thank you."



## NO-KA-OI

(Editor's note: The following article by H. B. Warren was originally published in the July, 1935 issue of Yachting Magazine. It was entitled "The Common Sense Class: A Small Cruising-Racing Sloop Developed for Use in Southern California Waters.")

"Now that the cost of upkeep means so much, a good small boat is more in demand than ever. But, since yachtsmen are prone to build their craft around the cabin plan, we find more "arks" among the little fellows than is the case with their larger sisters. The desire for headroom, wide berths, locker space and a big galley often runs away with judgement. By the time this desire is satisfied we have more of a brute than a boat; her helm is about as responsive as that of a barge. When a procession of his friends passes him by for a couple of seasons, the owner finds small consolation in his oversize timbers and rugged rig, so the chunky lady is replaced with a faster stepper.

"There is a real excuse for these brutal beasts in some localities, but not in Southern California. Here we rarely meet a wind of over thirty miles' velocity in summer, unless we venture offshore.

"Now it is axiomatic that the lover of windjammers loves to race. Therefore, he remains contented longer with a lively boat, provided she affords reasonable accommodations. It was to fill the need for such a boat that Matt Walsh designed the Common Sense Class and built five boats at the Garbutt & Walsh plant. To keep the cost down, an overall length not exceeding 28 feet was selected, the final plans showing exactly 29 feet 10 inches. Obviously, long ends are out of the question on a boat of that length; cabin space would be too restricted. Hence, the water line length of 24 feet 8 inches. Beam is 7 feet and draft 5 feet 3 inches. The greatest freeboard is 3 feet, allowing headroom of about 5 feet and that can be secured without giving a skyscraper effect to the topsides. A raised deck was chosen rather than a cabin trunk because it reduces the expense of building and also allows more sitting headroom over the berths. The sail area is 520 square feet, enough to make move in the lightest zephyr, yet she carries her canvas well. Ballast is lead, 5500 pounds of it, all outside. Her sail locker is as well stocked as any racing yacht; in addition to working sails there is a large Genoa jib, a whale of a spinnaker, and a ringtail for light going that adds nearly a hundred square feet to the mainsail. And clever sailors these "Common Sense" boats are, not much slower than the "Sixes" on the wind and reaching, and more than their match on a run.

"Below decks one receives something of a surprise when he discovers sleeping accommodations for five. No attempt is made to provide a "stateroom"; she is all open. On each side is a single berth, with the stove and dish lockers on the starboard side aft and the toilet and a pipe berth forward of the mast. Then, as the eye travels aft, comes the surprise, for under the bridge deck is a

'thwartships berth, a double one, four feet wide. Aft this is space for a motor, although none of the boats built to date has yet installed one.

"Construction is good. All fastenings are bronze, no iron or steel in the hull at all. Keel is Oregon pine; frames and deck beams, oak; planking, mahogany; decks, cedar. On each side are four spruce bilge stingers running the full length. Clamps are the same. Spars are all hollow, of spruce, with stainless steel rigging. The jib runs on a traveler with single sheet and there no runners, only the permanent backstay from the masthead, so that handling is reduced to its simplest terms. No yawl or ketch of the same size could be easier on the crew. Reefing? Well, it's a roller reefing gear, the most practical arrangement for a small boat.

"Of course the Common Sense boats are not meant to go offshore. Still, one of them did take part in the Honolulu Race last July. However, she entered the long race only as the understudy of a little 24-foot schooner that some boys from Honolulu brought over on a steamer to sail back in the race. This little schooner was rammed while on a practice spin at Los Angeles Harbor a few days before the start. As she could not be repaired in time, Matt Walsh lent her owners *Common Sense No. 3*, so that all the expense and hard work which had gone into the venture would not be in vain. There was no time to make changes in her; she went just as she was.

"Naturally, the crew had a hard time of it. So small a boat was bound to be wet, both on deck and below. Owing to the lack of lower backstays, she lost her mast on the sixth day. The crew jury-rigged her as best they could, using a couple of spinnaker poles, and continued to Honolulu. With so little sail, she took no prizes, but before the rig went overboard her days' runs were 72, 142, 143, 139, 161 and 156 miles, extremely good considering the water line length of 24 feet.

"The five Common Sense sloops usually race as a one-design class. However, they have taken part in a few events for mixed classes. In a 90-mile race, one of them led a fleet of seven around Santa Barbara Island after 45 miles of windward work and finished second to a 76-foot schooner. *Common Sense No. 3* is now owned in Honolulu. In the troubled waters there she took second place in a 110-mile race around the island of Oahu. Her present owner intends to enter her in the Honolulu Race of 1936. Of course, that is just a stunt, as she was admittedly not designed for offshore work. However, in their home waters the Common Sense boats are fine little cruisers and much faster than anything of their inches."

