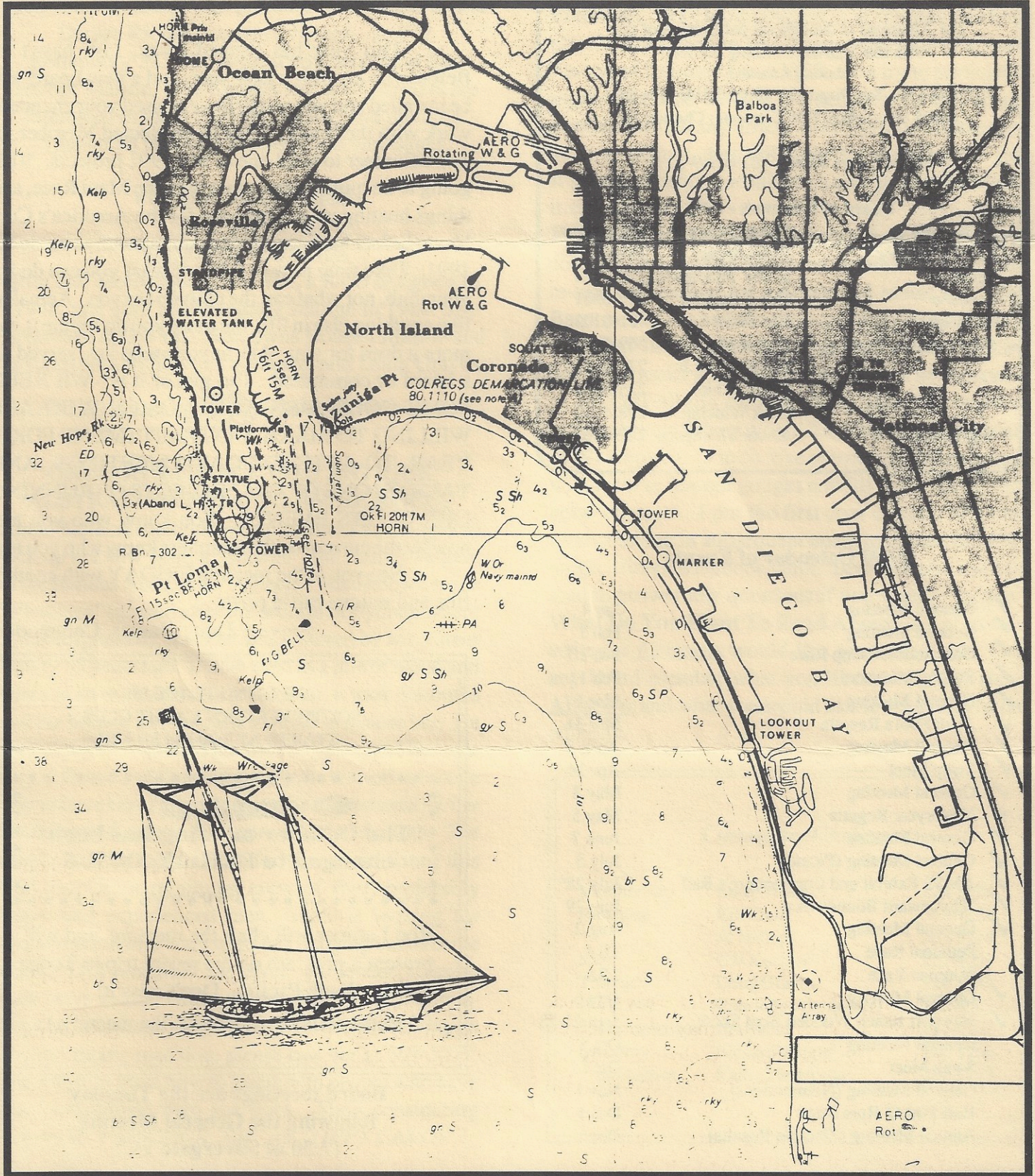
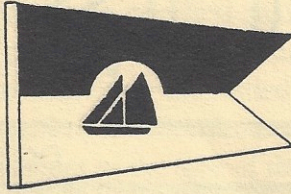


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

OCTOBER 1990





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

Mailing Address:
P.O. Box 6484, San Diego, CA 92106 (92166 after Sept. 1)
AMSS Ship-to-Ship VHF Common - Channel 68

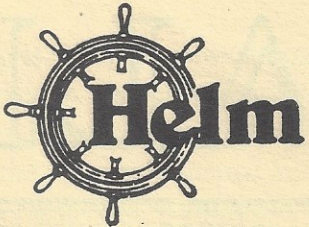
Editor Ann Kolls (619) 569-5277

Board of Directors - 1990

<i>Commodore</i>	Doug Graves	226-3446
<i>Vice Commodore</i>	Rod Latimer	287-9066
<i>Secretary</i>	Kathy Thompson	222-9123
<i>Treasurer</i>	Deb Dominici	237-6961
<i>Port Captain</i>	Jim Sutter	481-0102
<i>Members of the Board</i>	Ann Kolls	569-5277
	C.F.Koehler, Jr.	222-9051
	Rusty White	223-3624
	Dick Winchip	298-1732
<i>Staff Commodore</i>	Kevin Thompson	222-9123

1990 Calendar of Events

✓ General Meeting	Jan 4
✓ General Meeting	Feb 1
✓ Commodore's Cup Race	Feb 10
✓ Dinghy Massacre	Feb 11
✓ General Meeting	Mar 1
✓ April Fool's Regatta	Mar 31
✓ General Meeting	April 5
✓ Swap Meet	Apr 14
✓ General Meeting	May 3
✓ Yesteryear Regatta	May 5
✓ General Meeting	June 7
✓ General Meeting (Picnic)	July 5
✓ AMSS Exhibit and Commodore's Ball	July 28*
✓ "Homeward Bound" race	July 29
✓ General Meeting	Aug 2
Petticoat Race	TBA
Ironman Race	TBA
✓ General Meeting	Sept 6
✓ Newport Beach Wooden Boat Show	Sept 21-23
General Meeting	Oct 5
Swap Meet	Oct 27
General Meeting (Nominations)	Nov 1
Half Pint O' Rum Race	Dec 1
Annual Meeting (Election Results)	Dec 6

From the  **Helm**

SMOOTH SAILING...

This year has slipped away, fast, hasn't it? Before you know it a new year, and a new board will be installed and you might have missed your chance to work with the board, either as an elected Member, or as a volunteer to head one of our 1991 projects. '91 is going to be quite a year, what with the Maui Race, and things heating up around here for the America's Cup. Never before have we needed you as much as we do for 1991. Take time now to think of what you can do for your club, not what can the club do for you. Actually, like anything else in life, the more you do for the it, the more it does for you. Ask anyone who has served on a board or committee. The gist of it is: WE NEED SOME GOOD MEN AND WOMEN WHO ARE WILLING TO MAKE A COMMITMENT FOR A YEAR, TO ATTEND BOARD MEETINGS AND TAKE ON ONE OF THE PROJECTS OF RUNNING OUR CLUB'S EVENTS. You know who you are, now let the current board members know who you are.

See you at the meeting FRIDAY with another fine and unique raffle prize.

—————Doug Graves, Commodore

MEETING PLACE IS
SOUTHWESTERN YACHT CLUB.
STARTS AT 7:30 PM SHARP

.....
• **Attention!!!** •
• **The October meeting has been** •
• **changed to FRIDAY, OCT. 5** •
.....

Rod Latimer will chair the meeting, and will present a program on his recent trip to Tonga and the South Pacific. Don't miss it!
(T-shirts will be available at the meeting.)

**Board meetings are the Tuesday
following the General Meeting
(7:30 at Silvergate YC)**

PROSPECTIVE MEMBERS

Jack E. and Pat Sutton

8443 Lake Gaby Ave.
San Diego, CA 92119

Jack and Pat, along with partners Dean Baldwin and Denise Richardson, own *Nymph*, a 1952 Kettenburg 38. She is presently berthed at Sun Harbor Marina. The Suttons and their partners are interested in local cruising, racing, and crewing. Sponsored by Chris Donnely and Jim Sutter.

Ron and Molly Bodeen

3812 Canon St.
San Diego, CA 92106

Ron and Molly own *Molly Sue*, a K-50 designed in 1948, and built at Kettenburg Marine in 1964. She is berthed at SWYC. Ron owns Bodeen Marine and is sponsored by Kevin Thompson and Doug Graves.



OREGON SAILOR GIVES ANTIQUE AUSTRALIAN BOAT TO ANNIE KOLLS

Annie Kolls recently drove up to Bandon, Oregon to pick up her new boat, a "Sixteen", the shorter version of the famous Australian "Ayteen". Also known as the "Vaucluse" (named after the section of Sydney where it was originated), the boat was restored by Mr. Elmer Lowry 35 years ago. Discovered as a pile of wood and wires in an outboard motor sales lot, it took 6 months and the help of an Australian friend to restore her. He and his wife Elva sailed her for 30+ years, and because they're from San Diego originally, he wanted someone here to have her. He wants her to be appreciated for her antiquity and sailed. Kolls promised to do both. The dinghy has not been sailed for ten years. Since this boat requires a minimum crew of four, preferably heavy and experienced men, Annie is looking for thrill-seekers who want to go fast hanging out over the water. (All positions are open: jib tender, running back stays tender, bailer, trapeze hiker-outer, spinnaker, and helmsman) If you are interested in crewing on this old racing machine, please call her at 569-5277. She wants to learn how to sail it with people who have more experience than she does. She's considering naming it "*Fair DUNK 'EM*", or "*TIPPY CANOE*"!

PORT SIDE by Jim Sutter

In this Portside I'm just going to ramble over several subjects:

Elections: As Doug covered it at the last meeting, elections are coming up. If you want to get the most fun out of belonging to AMSS, then try to participate more. We'll be looking for people who will accept nominations for any office. And if you don't have time to be an officer, then volunteer for some special job. It's really satisfying to take on a club project and finish it successfully.

Water Tight Decks: *Ranger's* 27-year-old canvas covered deck finally had to be repaired. Rather than re-canvas I looked for a better and easier way. Jon Bates on *Yahdin* had the same problem with his cabin. Jon refinished his cabin top with West epoxy. The finished top looks great and is leak-free. The process is to strip off all old canvas, paint, glue, etc. down to reasonably clean bare wood. Then start applying coats of West epoxy. (3 to 5) Use one of their fillers mixed with resin to fair out gouges and fill holes. Sand well between coats. I put the first coat on clear and then used coloring in subsequent coats to ensure full coverage. Finish with deck paint. Both Jon and I will be glad to answer any questions if you want to try this.

What Do You Want To Read About: All of us who write for Albatross would like some feedback. Tell any board member what you like (or dislike) about Albatross and what you would like to see in it in future editions.

Committee Chairmen

Membership	Rusty White	223-3624
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	Jim Sutter	481-0102
Directory	Richard Wright	226-2266
T-Shirt Sales	Kathy Thompson	222-9123

MAUI RACE UPDATE

The early responses to our first mailing have been fantastic! We currently have 9 yachts committed to the race, and several other interested inquiries. In a race of this magnitude 10 entrants would be a fine showing, reminiscent of the size of the early transpac races. We have the start of what may be our largest Maui race ever. The schooner class alone already has five of the fastest schooners on the west coast, probably the largest gathering of schooners for the Transpac in several decades. The official Maui race applications are finally printed so if you need one contact Jerry Newton (619) 222-1281 or write the AMSS. The current race entrants are:

Revelee - 31' Angleman Ketch. Built in San Diego by the owners Lee and Larry Fossum, *Revelee* recently won her class in the heavy air Ancient Mariners Race in Long Beach.

Orion - 56' Stephens Yawl. This beautiful yawl is very fast on a reach, the owners Keith and Vicki Korporaal are veterans of the 1985 AMSS Maui race.

Pacifica - 49' S&S yawl. Traditionally one of the fastest yawls of your size in the AMSS. The Frost family won the first (1978) Maui Race.

Dauntless - 61' Alden Schooner. Paul and Peggy Plotts are among the most active schooner racers in S. Calif. *Dauntless* took first place in the Schooner class in the '85 Maui race.

Rose of Sharon - 51' Burgess (Ninette) Schooner. Byron Chamberlin is the current elapsed time record holder (1981) Maui Race of 13 days 5 hrs 52 min. The speed of this slippery S. Burgess schooner is legendary.

Astor - 72' W. Fife Schooner. Richard and Loni Straman keep this fine thoroughbred in beautiful condition, *Astor* won the AMSS "Most Traditional" boat award in the 1989 Newport Beach Wooden Boat Show. *Astor* is one of the boats to watch for a new elapsed time record.

Kelpie - 70' schooner. Jim Dobrott has had *Kelpie* rebuilt from the keel up and she is about ready to go back in the water. Before her rebuild *Kelpie* was considered (arguably) the fastest schooner in S. California, if not on the west coast. Watch *Kelpie* for the elapsed time record also.

Samrang - 55' Alden schooner. Ernie Minney has just finished a 3-yr. rebuild and is ready to sail to the

islands. *Samrang* is an original west coast schooner built by South Coast in Newport Beach in 1946.

Ranita - 48' Alden Ketch. Stewart Shaw has decided not to sail with the regular transpac and will bring *Ranita* to the 1991 Maui race. *Ranita* was built in 1948 in San Francisco.

Marmosa - 29' P-28 sloop. Jim Winters is currently outfitting his P-28 for the Maui race.

Name Unknown - 64' Robertson Clark ketch. Keith Ehlert's ketch was built for a man by the name of Fastnet for the race of that name in 1957. She is reportedly very fast.

OCTOBER MEETING CHANGED TO FRIDAY, OCTOBER 5 !!!

REPLICA U.S. BRIG NIAGARA MAKES MAIDEN VOYAGE IN JULY ON LAKE ERIE

AMSS member Carl Bowman sailed the replica U.S. Brig *Niagara* on it's maiden voyage in Lake Erie waters in July. The original battleship was Commodore Oliver Hazard Perry's flagship in the Battle of Lake Erie of 1913. In 1988, the city of Erie, Pennsylvania, through the Niagara Advisory Committee, commissioned our old friend, Melbourne Smith (designer and builder of the *CALIFORNIAN*) to build the 182-foot 278-ton replica at a cost of \$3.8 million.

With all twelve sails up in 10 to 15 knots of wind and with a 34-person crew, the *Niagara* cut through the choppy lake waters at 11 knots, just two knots less than hull speed. Captain Carl Bowman's comments after that first sail were: "She's very responsive, very maneuverable. That was the most important thing." His wife Ann, when asked for her response, added: "Great. She's a beautiful boat. The way she's laid out, she's so open below."

The two-masted U.S. Brig *Niagara* looks a bit like the *CALIFORNIAN* but without the high poop and it has a flatter sheer. At present, she is without an engine or canons. The Niagara Advisory Committee's next role is to set out a sensible policy for a museum so that America's newest wooden vessel will have a destiny befitting it's heritage.

Richard Wright