

Albatross

ANCIENT MARINER'S SAILING SOCIETY

September 1985

FROM THE HELM

We're going to have just a plain 'ol get together for this months meeting. We will all meet on the beach across the street from the Silvergate Yacht Club to roast hot dogs, hamburgers, talk and have a good time. The Club will supply the hot dogs and hamburgers. Bring a pot-luck side dish and your own drinks. See you there!

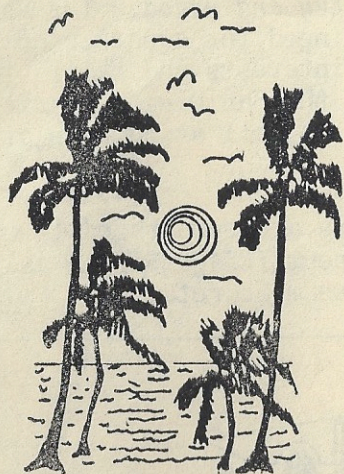
Don't forget ASCOT '85 at the Intercontinental Hotel on Saturday, September 14th, from 9 to 5. AMSS will have an information booth at this event and five of our members boats will be there for public viewing, too. It should be a nice way to spend the day, hope to see you there.

Doug

SEPTEMBER MEETING

"Life's a beach, meeting!"
7:00 P.M.

Across from the Silvergate Yacht Club
Thursday, September 5th
(We're starting this meeting a little earlier to take advantage of daylight savings time. It'll be fun!)



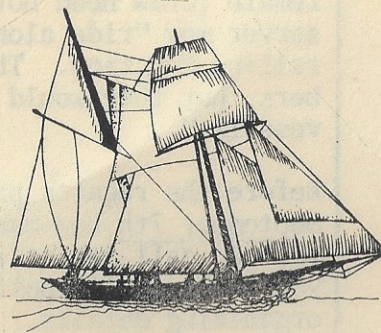
BE PREPARED!

The local council for the Boy Scouts of America recently received the 105 year old *Jade Dragon* as a donation to their very active Sea Explorer program.

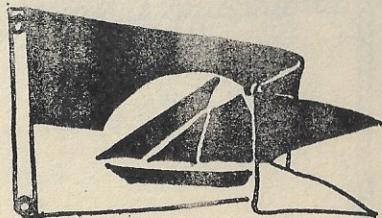
The *Jade Dragon* is an 81' brigantine schooner, believed to be the oldest wooden vessel on the West Coast of the United States. It has been at Bay City Marine for reconditioning and should be ready for the Sea Explorer's fall program.

When she is ready, the *Jade Dragon* is a schooner rigged sailing vessel. Her structural timbers are of massive proportion for a vessel of her size. The craftsmanship is truly remarkable, with the hull construction of 6"x6" oak frames, 2½" oak inner planking and 3½" oak outer planking. It was reported that a boring to install a new thru hull valve required boring through 13" of solid oak, which was in excellent condition throughout.

Good luck to the Sea Scouts, and Be Prepared!



Ancient Mariner's Sailing Society
Post Office Box 6484
San Diego, California 92106



Albatross

Monthly newsletter of the Ancient Mariner's Sailing Society

September 1985

BOARD MEMBERS 1985

- Commodore Doug Graves 226-3446
- V. Commodore
- Secretary Mary Ann Graves 226-3446
- Treasurer Sheila DeWeese 284-6301
- Port Captain Jerry Newton 452-4821
- Members @ Large Chris Goddard 566-2025 -
- Keith Korporaal 438-4671
- Lonnie Lynch 224-7515
- Richard Wright 226-2266
- Editor Keith Korporaal 941-0341

Lonnie Bus
295-37461



CALENDAR OF EVENTS

San Diego to Ensenada Race
Lonnie Lynch (B) 226-2401

Aug. 31, Sept. 1&2nd

AMSS General Meeting
AMSS Board Meeting

Sept. 5th
Sept. 12th

Petticoat Regatta
Ann Kolls 274-0695

Sept. 21st

Ironman Regatta
Ann Kolls 274-0695

Sept. 28th

ATTENTION WOMEN OF AMSS:
PETTICOAT REGATTA UPDATE

New member Ann E. Kolls has volunteered to help organize the Petticoat Regatta, but needs people willing to help-out with course layout, trophies, the party, etc., etc.

The regatta is scheduled for Saturday, September 21st, to be held in San Diego Bay. Skippers must be flag or associate members with their working crew all female (crew need not be AMSS members). A male observer may "ride along" but cannot participate in any sailing function. The boats need not belong to members, but they would need to qualify as "AMSS type vessels."

Before the regatta proceeds, Ann needs to know by September 7th how many women will be participating. You can call Ann at 274-0695 to let her know that you'll be participating and/or helping out in the organizing details.

ANNOUNCEMENTS

For those of you who are interested in seeing boats that travel faster than classic vintage sailing vessels, might want to watch the Miller High Life Thunderboat Regatta that will be held September 12 - 15th. Sponsored by the Thunderboats Unlimited of San Diego, the races will be held in Fiesta Bay (Mission Bay). Preliminary heats begin at 9:00 A.M and racing will last until 5:00 P.M.

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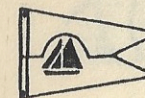
The "Reenactment of Cabrillo's Landing" will be held in San Diego Bay, from Ballast Point to Shelter Island. Cabrillo Festival Inc. will hold this festive event on September 28th starting a 11:00 A.M. to 3:00 P.M. If you want more information, call (619)276-2283.

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VOLUNTEERS NEEDED!

New volunteer opportunities exist aboard the Star of India, Berkeley and Medea. The Volunteer Program has a need for a number of people to use their interests and skills to preserve and support the San Diego's Maritime Museum's fleet, as well as educate others about it.

Prospective volunteers are encouraged to contact the Maritime Museum (234-9153 and ask for Katy Wilkens, Museum Secretary).



AMSS MEMBERS SHARE ADVENTURE!

Trudy Wood has been kind enough to share a letter she received from Susan and Paul Mitchell who have been sailing their schooner *White Cloud* on quite an adventure. Susan and Paul are former members of AMSS, with Paul being one of our past-commodorees. The excerpts printed below were written back in March '85 and provide some interesting and exciting reading. . . thank you Trudy for sharing this with us!

March 19, '85
(Still in Golfito
but not for much
longer)

Dear Trudy,

Since you are such a good friend we decided to send you a full color glossy unretouched hot-out-of-the-camera photo of what it is REALLY LIKE to go cruising!

I could leave it at that but I just have to tell you the story. We were leaving after 10½ months in Golfito - sail covers off, dinghy aboard, sheets led, goodbyes said - started the engine to pick up the anchor and lost oil pressure and the engine seized up - just like that. Soooooo....Paul and John pulled the engine and started to dismantle it while everybody around wonders why we haven't left yet. That was 3 days ago. They have found the problem and, miracle of miracles found the parts they needed right here in Golfito, so it looks like in 4 more days we will be hitting the road - only a week later than the original plan (which is already plan Z). . .

Thanks so much for your birthday letter. You gave us more news than we'd had since Chris came down to visit 9 months previously! Knowing a little bit of what's going on with everybody really means a lot to us - we miss all of you guys a whole bunch.

For the sake of the Maui racers and especially for the sake of the folks at Lahaina Yacht Club, I'm so glad to hear that you will be involved again. . . I imagine you will be really up to your ears in it for the next few months. When you've decided on the ham radio frequency and time in the race, please let Jack & Ann know so they can relay it to us, because we will be en route from Pitcairn to the Marquesas at the time (if it's June) and will be able to hear (and even interrupt!) on the 20 meter band. Sure wish we were going to be there! We'd try to give Paul Plotts a run for his money! . . .

Be sure to keep us in mind as your future plans develop. We sure hope that you will be able to find an interlude of a month or two and come cruising with us. It's guaranteed adventure! Ask John - he's been with us less than two weeks and has been through a haul out and total rebuild of the engine. We're trying to tell him that it will be all play from now on. We've done everything we can think of to the boat to make her ready, and quite a few things we hadn't thought of. We're very much looking forward to taking her to the trade winds. We'll be in French Polynesia for hopefully a year, then work our way slowly west, taking a couple of years to get to New Zealand. After that - who knows. Sure would be nice to have you join us for a while.

Once we start going to exotic places we'll send in some articles to the Ancient Mariners - especially since we have Albert Ross aboard. Also he has brought 5 cameras and something like 100 rolls of film, so everything will be thoroughly recorded. The club will have more than enough slides to look at when he returns. Our itinerary goes like this: First, Cocos Island, ½ way between here and the Galapagos, where there are waterfalls and wild pigs, well fed sharks!! and water so clear you can see the bottom at 100'. John brought a book called "petrology of Cocos Island, Galapagos and Easter Island" that tells exactly where the buried treasure is on Cocos - 300' under water! Of course the book was written in the

(Con't, on next page)

SAN DIEGO TO ENSENADA RACE

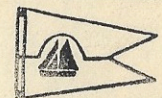
It isn't too late to sign-up for the San Diego to Ensenada Race. By the time you receive this issue of the *Albatross*, you should call Lonnie Lynch as soon as possible. Lonnie will fill you in on the details, he can be reached at (B)295-3744 or (H)224-7515.

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DID YOU KNOW?

That in Panama, tropical bamboo species have been clocked at 47 inches' growth in 24 hours?

Albatross, monthly newsletter of the Ancient Mariner's Sailing Society. September, 1985



ADVENTURE, CON'T.

30's but if it's still there you can bet we will find it! Then the Galapagos, for whatever is left of the month of April. We told Horst we'd arrive by April 1 but now because of the engine it looks more like April 7. We will try to call him in Lima on the way as we get closer.

We plan to stay 2 or 3 weeks in the Galapagos Islands. There are a lot of good anchorages, at least they look good on the charts. Then it will take us 3 weeks to get to Easter, arriving in late May. That's late October in the southern hemisphere, and we would have rather been there earlier. However, it's not far enough South to have real bad weather, and actually is on the edge of the South Pacific high, so we should be OK. Only one gale a month. After that it's down wind and down current to Pitcairn and to the Marquesas, arriving there late June or early July. Lots of sea time. I have literally tons of food on board. Hoping to eat it all up on the way - *White Cloud* desperately needs to go on a diet!

Save this itinerary - it will be interesting to see what the actual one turns out to be!! Best of everything with the Maui Race we will be thinking of you. Give our love to everyone and we will be better writers from now on now that the work work work is (almost) done.

Much love & hugs,

Susan & Paul/s/

Thank you, again, Trudy, for sharing the very interesting letter with all of the AMSS members. Please keep us informed of *White Cloud's* progress.

Ed.

ARE COMMERCIAL WINDJAMMERS COMING BACK?*

A recent article in the Saturday Evening Post predicted that wood and canvas are coming back to the sea lanes in the near future. It was claimed that the real bottleneck of power-driven freighters will be their engines. The

hulls, of either steel or wood, can be built much faster than steam turbines or Diesels in the sizes required. Therefore, the logical solution will be windjammers. In fact, it was said that certain eastern firms are already dickering with the wooden ship builders of Maine for the construction of a big fleet of cargo-carrying schooners. Some will have auxiliary power, for Diesels in the sizes required for this work may be available for some time, while others will have only sail.

Although it was not stated directly what the design of these vessels will be, the implication is that they will be exactly like the commercial schooners and barkentines built during the past hundred years. It is to be hoped, however, that if this project materializes, some use will be made of the scientific advance made by naval architects in the design of sailing yachts.

It seems logical to suppose that schooners of modern type could make passages practically equal to those of steam freighters and Diesel-driven craft, especially if the former should have auxiliary power. The wool and tea clippers of the last century made some extraordinarily fine pas-

sages that the freighters of today can not always beat. If the old-timers had had auxiliaries, their records might still stand, excepting for passenger steamers.

The old windjammers were very unscientific compared with the vessels that might be designed with our present knowledge. Windward ability might become very important, since many of such vessels would presumably be put into coastwise service. In the old days the schooners and square riggers banded up or down our coasts generally waited for fair winds. In this day, when time is money, this could not be done, and coasting vessels would have to be able to go windward, or lose money for the owners. On offshore voyages, too, it is often necessary to work to windward at some stage, although the trade routes were worked out to reduce it to a minimum.

In any event, scientific design is certain to improve the performance of such vessels to some extent. We hope the owners will give our yachting naval architects a shot at the designs.

*Reprinted from an article that appeared in the August, 1941 issue of Sea magazine.