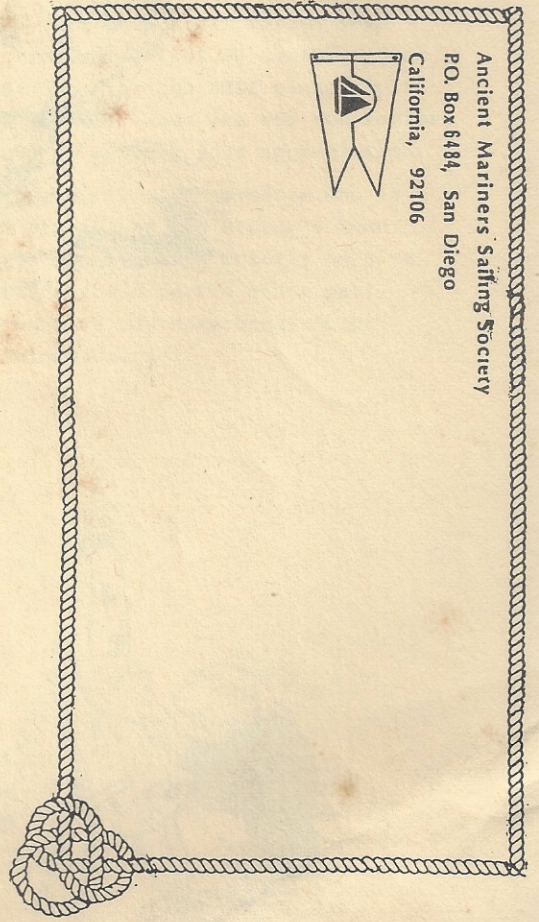
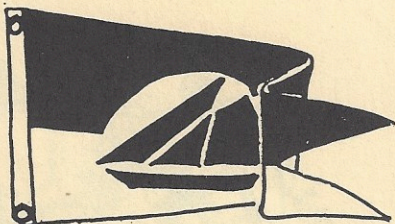


Ancient Mariners Sailing Society
P.O. Box 6484, San Diego
California, 92106



ALBATROSS

Ancient
Mariners
Sailing
Society



The Alabross is the official publication of the ANCIENT MARINER'S SAILING SOCIETY of San Diego.

ALABTROSS, DECEMBER 1984

Editor - David Gibbs

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FROM THE HELM

Our tenth Anniversary Year was certainly one to remember! We put on thirteen of our own events and many Ancient Mariners were still able to experience the Californian's Launching, the California Wooden Boat Show, Ascot '84 Car and Boat Show, and the sailing of the Star of India.

It is nothing short of a miracle that your 1984 Board of Directors were able to bear up under the load of such a schedule. Please take a moment to read the names of each and every one of them in the box at the left. The next time you see them, let them know you appreciate their efforts.

I am sad to report the passing of Steve Johnson, who apparently drowned while snorkeling in Baja. Steve and his boat Sea Brig were a familiar sight at AMSS events. A former Board of Directors member, Steve had an amiable personality and a love of life that provided inspiration for all who knew him. May he always have fair winds and following seas.

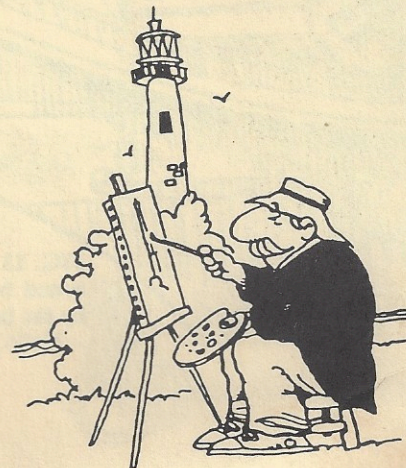
Christmas is the season to give thanks for what we have and we should certainly thank Silvergate Yacht Club for hosting our meetings. The Board of Directors has voted to purchase a movie screen for SGYC and have it under their tree in time for Christmas!

AMSS is giving -- and receiving. The swap meet at the Koehler's yard once again raised over \$400.00 and we received a \$100.00 donation from Coast Federal Savings through AMSS member Keith Korporaal (Fair Dinkum). When you see the Koelers or Keith, be sure to express your appreciation.

Now that I'm a crotchity old commodore who is about to toddle off to the Old Seaman's Home at Shady Acres (I'm only there briefly to give news of the outside world to the other past Commodores), I want to say somethings about the Society's future course.

DECEMBER MEETING

Mike Nespris, who coordinated the TOP SAIL '84 parade in Long Beach, July 4th, will make a slide presentation on this exciting event. He will also give an update on the TALL SHIPS parade scheduled for Honolulu in July of 1985.



AMSS BALLOTS

First off, too few are doing too much. Until we can determine how best to get new members (and others too) interested and involved in staging our events, I believe it's best to hold general meetings bimonthly and reduce the number of events. Publishing the Albatross bimonthly to correspond with the general meeting dates may also allow more time for members to contribute newsworthy information.

We need a new roster each and every year since it's worth its weight in gold for communication. The format is not as important as making sure everyone gets it and uses it.

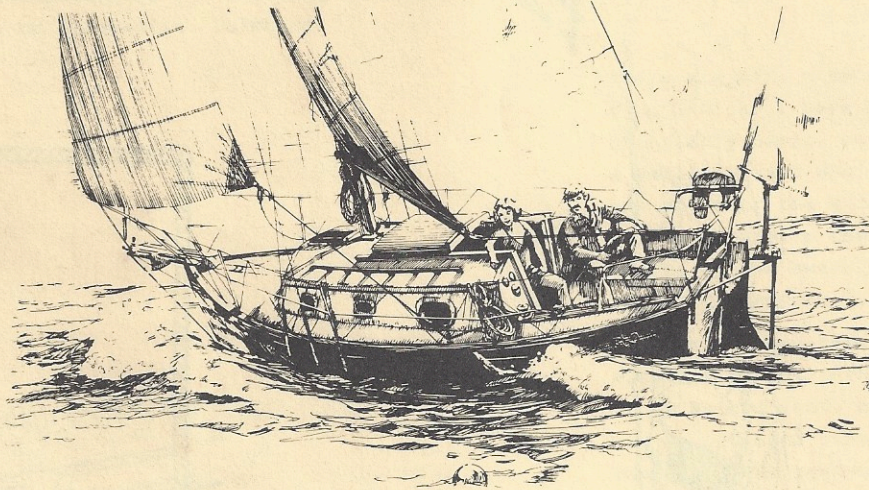
All of the above and many other things will be reviewed and acted upon by your 1985 Board of Directors, so exercise your right to vote and support them as best you can. Most importantly, get out and SAIL! It's been a pleasure to serve as your Commodore and I look forward to future endeavors with AMSS that further its goals and objectives.

Rusty

By now you should have received your ballot for the 1985 Board of Directors. Please complete it and return in time for the Dec. 6th general meeting. Remember to sign the flap of the return envelope.

TIME TO CHANGE THE WATCH

Are you looking for a chance to use and develop your literary and artistic skills? After 18 months of publishing the Albatross we are ready for a change of the watch. If you are interested please call Dave Gibbs at 488-7305.



SEA SHARP

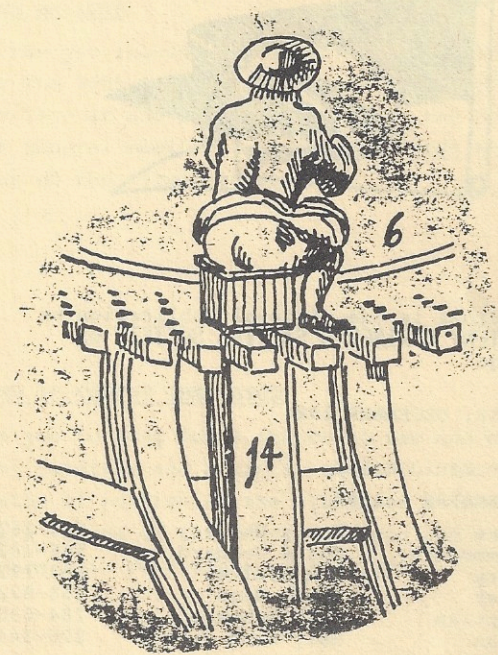
Last years winner of the most improved boat award, Sea Sharp, is for sale. Designed by Ralph Winslow in 1935 and built in 1946 of mahogany over oak, she is a beautiful 32 ft. on deck yawl. If you are interested in owning a well built classic, call Joe Coppola at 232-3414.

MORE NAUTICAL NOMINCLATURE

The last time we went to visit Gaffley aboard *Derelict*, he was below muttering some very seaman like terms while working on a small porcelain fixture. Finally he looked up and said, "I have a good mind to go back to a cedar bucket, or better yet to the original method where the term 'head' comes from."

In the old days the seaman of a ship had to use an area of the ship forward of the forecastle around the beak to relieve the calls of nature. It was always referred to in the plural to indicate the weather and lee sides; seaman being expected to use the lee side so that all effluent would fall into the sea.

For officers and passengers, the later ships (1600's and 1700's) developed 'quarter galleries' and 'round houses'. The quarter gallery was that part which projects on each quarter and was fitted as a water-closet. A 1801 dictionary states: "Two and three deckers have two or three quarter galleries, one above the other." Round houses were found on ships of war, usually built near the heads for the use of mates, midshipmen and warrant officers. They were semi-cylindrical protuberances on the outboard side of the beakhead, or forecastle, bulkhead.



There are many stories that have been handed down and one I have heard, its ingredients undeniably basic, concerns a seaman on board a sailing vessel who, during a long voyage, was one day over the side painting the hull. His work took him to the area of the "quarter gallery" and he became aware that it was occupied, also that its occupant was female.

Whatever it was that prompted him to dab upwards with his brush, perhaps he thought to claim it as an accident, cannot be known. The result was an outraged passenger's complaint to the captain. The transgression was, of course, punished and the offence logged. The wording of the entry in the ship's log was the cause of much cogitation, but the final version was in its way a masterpiece: "That he did paint an uncaulked seam."

With our interview over Gaffley returned to his herculean task, again muttering seaman like about the family heritage and general personal character of his porcelain convenience.

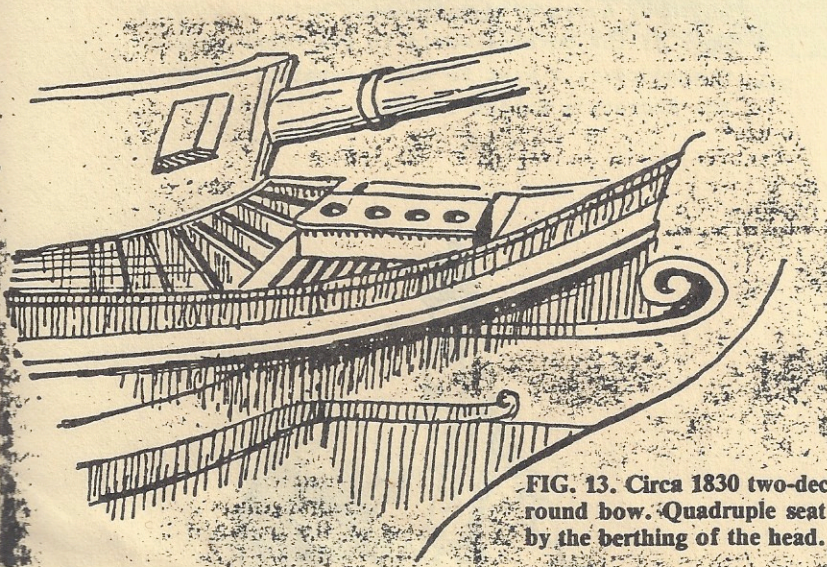


FIG. 13. Circa 1830 two-decker with round bow. Quadruple seat masked by the berthing of the head.