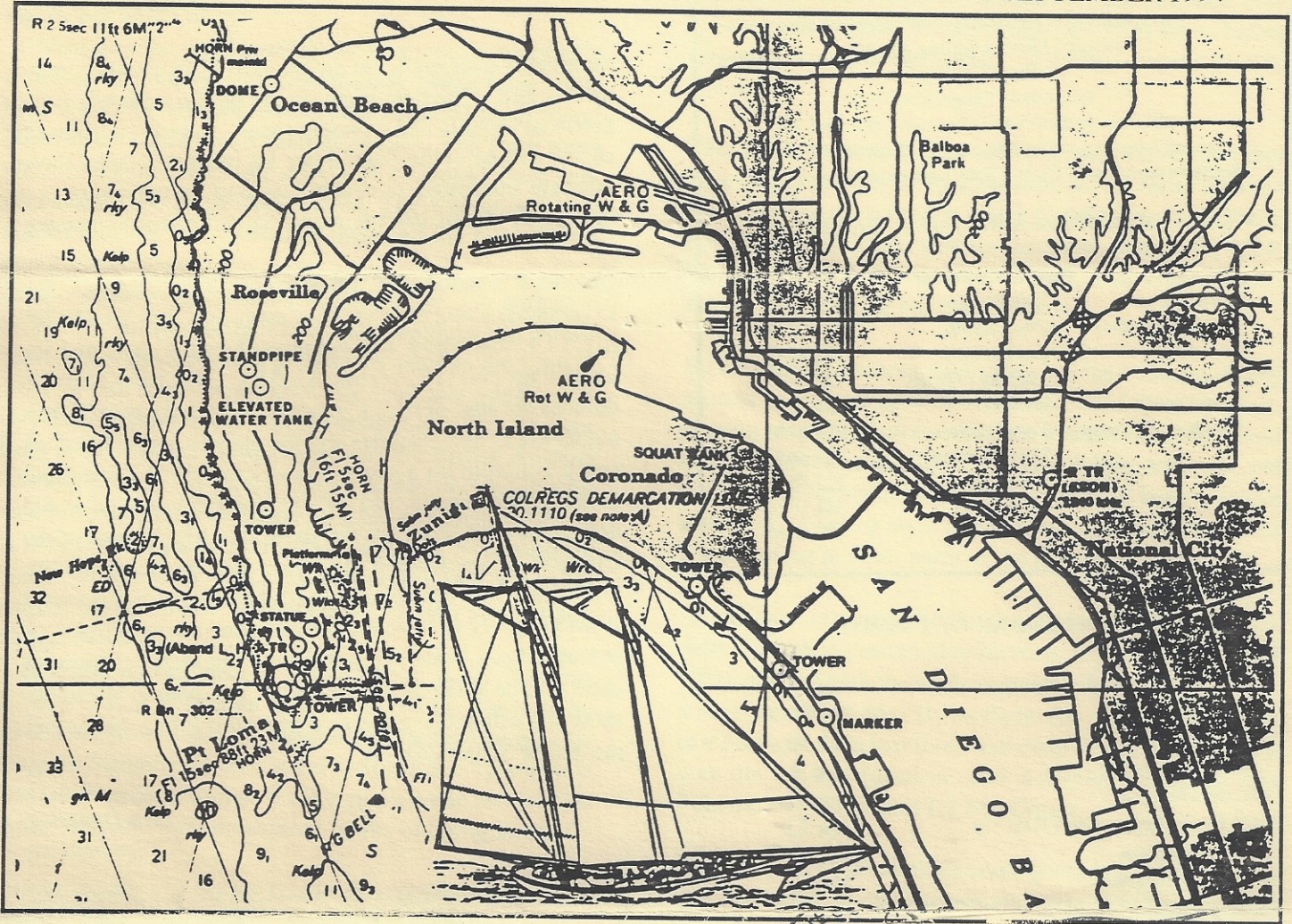


# ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

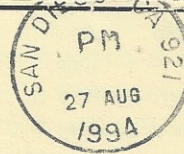
SEPTEMBER 1994



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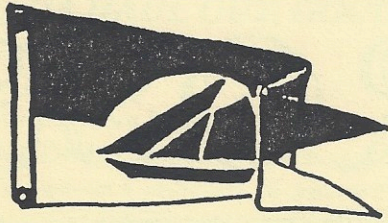
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The Albatross is the official publication of the  
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AMSS Ship-to-Ship VHF Common - Channel 68

General Meetings: First Thursday of every month at the  
Southwestern Yacht Club, 2702 Qualtrough St, San Diego

Editors: Diana Watson & Rod Latimer (619)287-9066

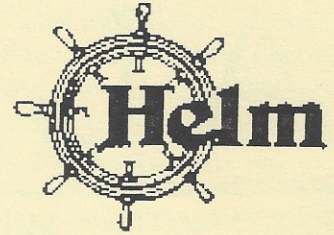
#### Board of Director

Commodore	Deb Dominici	459-7353
Vice Commodore	Doug Smith	222-2560
Secretary	Jim Keitges	485-8711
Treasurer	Michael O'Brien	723-5739
Port Captain	Ed Barr	224-7255
Members at Large	Tom Jackson	456-6963
	Vern Koepsel	327-6633
	Doug Jones	222-0865
	Greg Potter	264-1024
Staff Commodore	Rod Latimer	287-9066

#### 1994 AMSS CALENDAR OF EVENTS

General Meeting	Jan 6
Commodores Cup & raft up	Jan 15
General Meeting	Feb 3
Jack and Jill Regatta	Feb 12
General Meeting	Mar 3
General Meeting	Apr 7
April Fools Regatta and Raft Up	Apr 2,3
General Meeting	May 5
Yesteryear Regatta	May 14
General Meeting	June 2
PCC Championship/Kettenburg Regatta	June 25
General Meeting	July 7
Commodore's Ball	July 16
General Meeting (Picnic)	Aug 4
Giant Small Boat Messabout '94	Aug 10 - 14
Gorilla Rock Cruise - Los Coronados	Aug 6 - 7
General Meeting	Sept 1
Labor Day Cruise	Sept 3-5
Petticoat Race	Sept 17
Iron Man Race	Sept 18
General Meeting (2nd Thurs)	Oct 13
Boat Show - CCYC	Oct 15
Homeward Bound Race	Oct 16
General Meeting (Nominations)	Nov 3
Thanksgiving/Catalina Cruise	Nov 24 - 27
General Meeting (Elections)	Dec 1
Half Pint O'Rum Race	Dec 3
New Years' Eve Raftup - La Playa	Dec 31

# From the



Summer is over but there are many AMSS events coming up this Fall. The first event on the on the schedule is the Petticoat Regatta and Ironman races. Details and sign-up sheets will be at the September 1st meeting. Also, those who are interested in organizing and participating in a Labor Day Cruise, let's try to set it up at the general meeting.

October is jammed pack full of events; SWYC's San Diego to Ensenada Race, possibly the Coronado Cay's Yacht Club (CCYC) Boat Show and homeward bound race, and the Dana Cup (WHYC versus AMSS). The Boat Show is dubious because of CCYC's move. They have moved their clubhouse to new facilities and the club no longer has dock space available for a show. Dan Comwell of "Cays Boat Sales" (which has the old CCYC facilities) said he would donate the dock space for the show. Kit McCormick of the Classic Car Association said there may be the possibility that as many as 10 classic cars could join us for this event. If we are going to have the show, I need a commitment of at least fifteen boats that will attend the show. A sign-up sheet will be at the next meeting. If you plan to attend the show and will not be at the next general meeting, please call me before September 1st.

*Deb Dominici  
Commodore*

#### COMMITTEE CHAIRPERSONS

Membership	Kevin Thompson	223-9123
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Vern Koepsel	327-6633
Cruising	-vacant-	
Trophies	-vacant-	
Historical	Jim Keitges	485-8711
Public Relations	-vacant-	
Bye-Laws	Dick Winchip	298-1732
Data Processing	Diana Watson	287-9066
T-Shirt Sales	Bob Hendrickson and Allen Niebrugge	486-4186
Swap Meets	Bob Hendrickson and Allen Niebrugge-	486-4186

Board meetings are normally held on the second Thursday of each month at the Southwestern Yacht Club at 7:00 PM however, there is no board meeting in August.

## TID-BITS FROM THE SEA

1) Life aboard tall ships in the past involved strange customs. For example: sailors seldom fished for food even when starving (exceptions were found on Whaling vessels). Hunting parties of sailors seeking game ashore were more common than taking anything from the sea. The prevailing vicul was: "To take from the ocean would anger the *keeper* of the deep!"

2) What is in the word *scuttlebutt*? This word is reportedly comes to us from the USS Constitution. Salted food would keep longer in wooden barrels than barrelled fresh water. Barrels were called "butts" and those filled with fresh water were often the place off duty sailors would hang out, exchanging the latest ship rumors. The *scuttle* or faucet tapped into the *butt*, gradually assumed the name of sea going gossip itself.

3) For word-origin connoisseurs - *Grog*. Traditionally, before sea battles, straight rum was issued, but on a daily basis this consumption of spirits was often in the form of *Grog*, or rum mixed with water. For many this was the only way that the ships water was palatable! *Grog* took its name from the Grogham Cloak often worn by British Admiral Edward Vernon. Admiral Vernon one day decided that his men were becoming too merry after consuing their daily tot (a little less tha half a pint) of straight rum, so he ordered that it be cut with water. His resentful men promptly dubbed the new blend "old grogham." or after years of use: *Grog*.

A foot note to this history is that one of Adm. Vernons officers was a Virginian named Lawrence Washington who, after he retired (swallowed the anchor) named his Virginia Plantation after his old commander. This is how first US President George Washington's home received its name - Mount Vernon, inspired by the old grog himself!

*Special thanks to Thomas Gatlin, frequent contributor to Mains'l Haul for providing most of this information*

*Edward. S Barr, Port Captain*

## GORILLA ROCK AND ROLL CRUISE (or beating all day to get beat up all night)

This year's Gorilla Rock cruise to Los Coronados got off to a rocky start when most of the fleet missed the rendezvous time at Ballast Point by about an hour. The cruise organizers aboard *Adelphi* maintained their patience, only to be awarded by the breeze dying out to five knots before swinging around to the South. . . directly from the islands, of course.

The fleet included *Coquette*, prospective member *Taurus*, and the very tardy *Freedom*, set off on an informal race course to the southeast which found them off La Playa, B.C. before they could tack for the South island. By 1630, the wind had dropped even further, and several boats elected to motor the balance of the trip.

By the time the anchors were safely set, the wind had swung around and piped up to 8-10 knots out of the Southeast, leaving no protection for the fleet against the rising wind chop. Everyone made their way to *Adelphi*, however, and enjoyed a wonderful potluck dinner aboard her expansive afterdeck, meeting new friends and exchanging stories about sailing in other parts of the country.

Unlike most evenings, the Southeasterly failed to drop after dark. In fact, it continued to increase to about 15 knots at 0200, making both the anchorage and the crews more than a little uncomfortable. By daylight, the anchorage was full of whitecaps and a two foot wind chop. For most, breakfast was out of the question, and *Adelphi*, *Freedom*, and *Taurus*, elected to start for San Diego.

Under sail by 0830, all three boats got to enjoy a wonderful downwind run in rising winds and clear skys for the entire trip back. . . everyone agreed the sail home almost made the trip worth the queezy stomachs the night before. Everyone made it to the Point soon after noon, some heading for their docks, others, like *Freedom* went to anchor in La Playa Cove for a lazy afternoon in the sun.

### PETTICOAT CREW LISTS

Colleen Miller	Women's Sailing Assn	425-0202.
Diana Watson	AMSS	287-9066
Deb Dominici	AMSS	459-7353
Any AMSS ladies who would like to crew, please call		

### OTHER 1994 EVENTS

Newport Woodenboat Festival	Sep 10 - 11
Newport to Dana Point Race (WHYC)	Oct 1
Dana Cup - WHYC versus AMSS (WHYC)	Oct 2
Little Ensenada Race (SWYC)	Oct 7,8,9
Swap Meet - Sun Harbor Marina	Nov ?
WHYC Ironman Race, Long Beach	Nov 12

### SEPTEMBER 1ST MEETING:

*Video of KA'IULANI's 1992 Cruise*

**'IMAGES'**

*Beautifulboat, great music, with lots of sailing action.*

## ENSENADA HAUL OUT, GOOD AND BAD

By Rod Latimer

Several members have been asking us about our experience hauling **FREEDOM** at Baja Naval Boatyard this summer. We thought we'd pass on a summary of what we think was good, and bad, about it. Each person going there will have different experiences and outcomes, but there are a few general things you should be aware of and evaluate before you commit your boat and hard earned cash into the voyage.

The yard is a good place to go if you are a cruiser heading North or South and can afford the time and are willing to supervise, if not do, the work yourself. It is not the place to go if you can't stay with the boat and must trust others to do the work. It is not the place to go if you are in a hurry. Nor is it the place to go if you have to travel back and forth to the U.S. to get parts, etc.

### GOOD POINTS

1. The security at the yard was excellent. Far superior to any we have seen short of the Navy Submarine Base. Your property and belongings should be safe. Visiting friends, however, will have a hard time getting past the guards at the gate.

2. The quality of the supervised work was very good. The speed is slow, but the labor rates are so low that you will come out ahead in almost every area. Buying 8-hours of labor will eliminate layday charges.

3. The quality of the materials we got was equal or better than we could get here. There is no problem getting what you need in terms of general items (paint, 5200, seals, nuts and bolts, etc.). Bring speciality items with you (engine belts, alternators, thru-hull valves, etc.) or you will spend alot of time and money running back and forth between San Diego and Ensenada, and that will run up the bill fast

### BAD POINTS

1. Don't go without a confirmed (fax'ed) reservation. To do so can result in a two or three week stay at anchor waiting for your haul out. Some people have waited as long as a month.

2. Don't rely on the workers to get the job done without your on-site supervision. Without you there, work will stop. One boat owner who had to work all week in LA had been out of the water for three months replacing three thru-hulls and having the bottom painted.

3. Don't rely on work of mouth commitments. . . especially when it comes to schedules, charges, and prices. Get it in writing!

4. The computerized billing system appears to be designed to put out a bill based upon the initial estimate. If you do part of the job yourself, you may still find you are getting charged for either the labor or the materials, or both. Check your weekly bill very carefully. If you keep a good log of the tasks and materials orders, it will help immensely when you try and reconcile the bill.

5. Don't believe any bill marked "PAID IN FULL". It ain't necessarily so. Also, you can get bills from more than one source, and paying one doesn't mean the other is cleared up. Again, check the bills carefully and be sure that you're not getting billed twice for the same item on two different bills.

6. Don't trust that things will be put together properly. Check them personally. Check clevis pins, safety wires, connectors, retaining rings, etc. It's one thing to loose your running lights because a wire wasn't secured properly, but its quite another to loose your rudder because someone forgot to tighten the retaining ring safety nut, as happened to one departing boat.

7. The yard will not clean up your boat after working on it unless you put it in the work order. . . and they'll charge you for it. Plan on at least one full day of cleaning before putting to sea for each week, or portion thereof, spent in the yard.

Plan to stay aboard if possible. While there is lots of hotels within walking distance of the yard, the expense will eat up any savings made on the trip. Ditto for eating out. Last, but not least, have a plan of what you want to accomplish before going there and stick to it. Because the costs are relatively so low, it is easy to order more than planned . . . and spend more than is planned. While its true you get more bang for your buck, its still a buck.

Would we go back again? Only if we had the time to do the job ourselves and the tasks to complete were beyond our own capabilities or required special tools (building a stainless pulpit, as an example). The only advantage to going is the manual labor rates. If the work is manually intensive; wooding and repainting the topsides, for instance, then it would make sense to go. But, if the haul is a routine annual or biannual "service the thru-hulls and slap some bottom paint on", don't bother. If specialized work or materials are required, exhaust system overhaul or engine tear down, do it here. You'll save the difference in costs in the travel between the yard and the store, you can take parts back if they don't fit, and you can get the warrentee you can't get there.

