

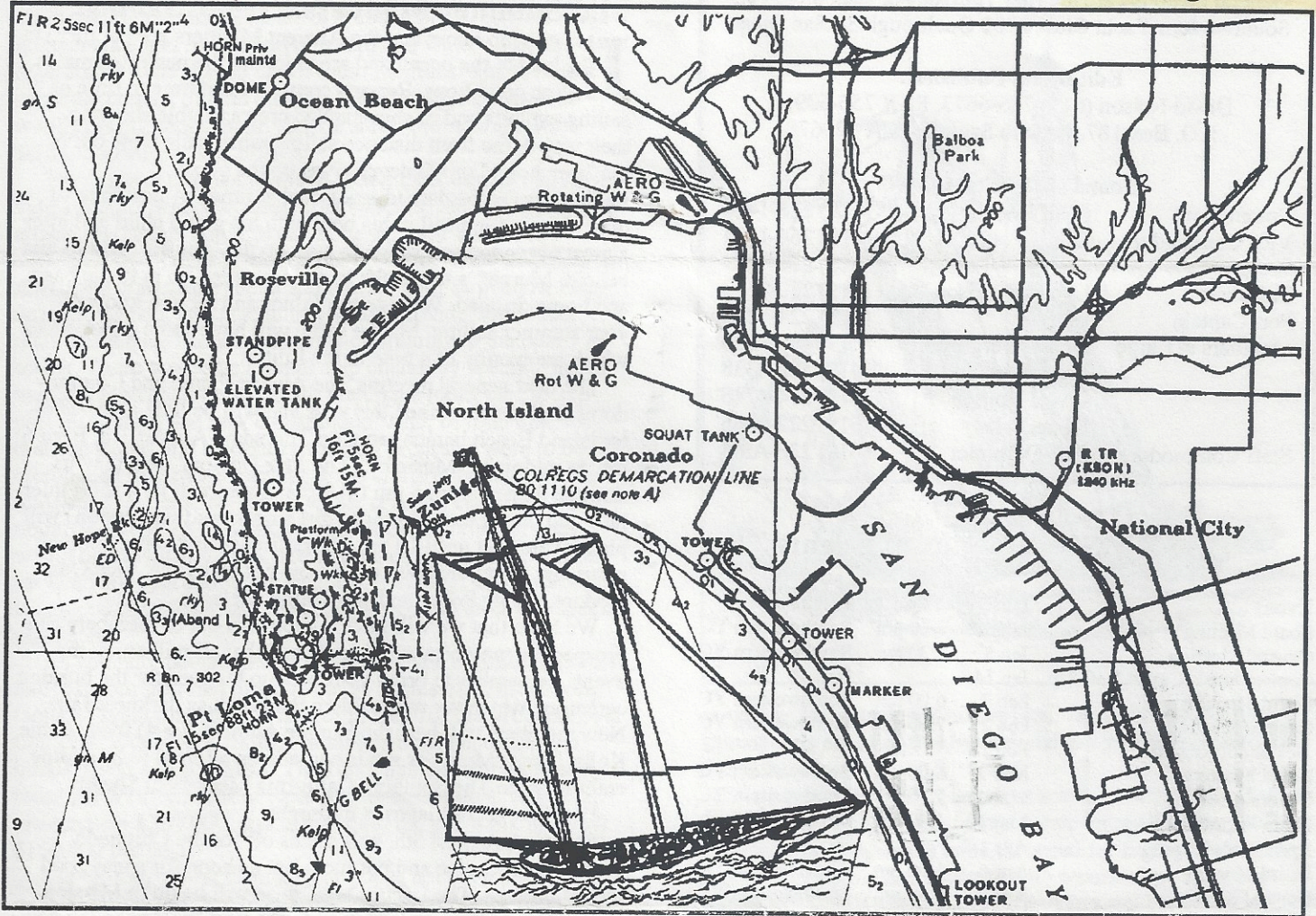
# Albatross



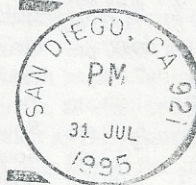
Ancient Mariners Sailing Society

Volume 21, Number 8

August 1995



Ancient Mariners Sailing Society  
Post Office Box 6484  
San Diego, California 92116



Edward Barr  
2390 Shelter Island Dr.  
San Diego

CA 92106

Bout



# Albatross

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

The mailing address is:

P. O. Box 6484, San Diego, CA 92166.

AMSS — Ship-to-Ship VHF Common — Channel 68.

General meetings are the first Thursday of each month at:  
Southwestern Yacht Club, 2702 Qualtrough St, San Diego.

## Editor and Publisher:

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## Board of Directors - 1995

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## 1995 AMSS Calendar of Events

Event	Date	Time	Location
Board Meeting	Jan 5	6:00 pm	Southwestern YC
General Meeting	Jan 5	7:30 pm	Southwestern YC
Commodore's Cup & Raft-Up	Jan 14		☞ ☞ ☞ ☞
Board Meeting	Feb 2	6:00 pm	Southwestern YC
General Meeting	Feb 2	7:30 pm	Southwestern YC
Jack & Jill Regatta	Feb 18		☞ ☞ ☞ ☞
Board Meeting	Mar 2	6:00 pm	Southwestern YC
General Meeting	Mar 2	7:30 pm	Southwestern YC
Photo Portrait Cruise	Mar 18	1:00 pm	☞ ☞ ☞ ☞
April Fools Regatta	Apr 1-2		☞ ☞ ☞ ☞
Board Meeting	Apr 6	6:00 pm	Southwestern YC
General Meeting	Apr 6	7:30 pm	Southwestern YC
Board Meeting	May 4	6:00 pm	Southwestern YC
General Meeting	May 4	7:30 pm	Southwestern YC
Wooden Boat Festival	May 6-7	9:30 am	☞ ☞ ☞ ☞
Yesteryear Regatta	May 27	11:00 am	☞ ☞ ☞ ☞
Board Meeting	Jun 1	6:00 pm	Southwestern YC
General Meeting	Jun 1	7:30 pm	Southwestern YC
Kettenburg Regatta	Jun 24	1:00 pm	☞ ☞ ☞ ☞
Board Meeting	Jul 6	6:00 pm	Southwestern YC
General Meeting	Jul 6	7:30 pm	Southwestern YC
Commodore's Ball	Aug 3	8:00 pm	Shelter Is. Beach
General Mtg. & Picnic	Aug 3	7:30 pm	Shelter Is. Beach
Gorilla Rock Cruise	Aug 5-6	12:00 pm	Ballast Point
Labor Day Cruise	Sep 2-3	11:00 pm	Ballast Point
Board Meeting	Sep 7	6:00 pm	Southwestern YC
General Meeting	Sep 7	7:30 pm	Southwestern YC
Petticoat Race	Sep 16	1:00 pm	To Be Announced
Ironman Race	Sep 17	1:00 pm	To Be Announced
Board Meeting	Oct 4	6:00 pm	Southwestern YC
General Meeting	Oct 4	7:30 pm	Southwestern YC
Board Meeting	Nov 2	6:00 pm	Southwestern YC
General Meeting (nominations)	Nov 2	7:30 pm	Southwestern YC
Half Pint O' Rum Race	Dec 2	11:30 am	By Fiddlers Cove
General Meeting (elections)	Dec 7	7:30 pm	Southwestern YC

# From the Helm

## Mid Summer Madness... Gone Sailing.

It is good to know that the Ancient Mariners are out there in the lead to the ocean and are enjoying the perfect summer sailing conditions. Reports come in from time to time of sailing exploits and of shorthanded crews trouble shooting their way home from distance sailing when sails blow out or the "iron horse" or whatever gives up the ghost.

Engines can be darned emotional at times. A customer of mine flies in for a sail in his boat with his grand child and after a great afternoon sail we go to start up the "chuffer" and lo-and-behold, Murphy's law kicks in and we sailed on in to the basin and home, instead. Write to the Editor and let him know of your summer sailing. Maybe some will have some experiences which are worthy of a note to the Editor.

The next general meeting, the August Picnic and Commodores Ball are combined this year and will be held at the Shelter Island Beach launch ramp on Thursday, August 3rd, from 6 pm. to midnight. Music by "The Jazz Doctors" will play us through dinner, from 6 pm till 8 pm. There will be a short interlude and then a second group (girl singers and percussion) will pick up the beat until 10 pm. Bring friends and some pot luck items and enjoy the feast and barbie put on by our Vice Commodore, Gregg Potter and supporting chefs.

We hope that we will have a good turn out of members and prospective members and friends and that all will enjoy the event. Remember to bring your beat up burgees for the burning ceremony which we will hold on the beach as darkness falls. New members will hear the Burgee Anthem (pg.4) from Annie Kolls, "ScuzzMum" as she is sometimes referred to by sailing enthusiasts in The Southern California Messabout Society.

Don't forget carriages at midnight.

Saturday, August 5th, will see us off for the Coronado South Island Cruise and pot luck. Let us hope for some good sailing breezes. The Labor Day Cruise will be up to Mission Bay with some fishing just outside the kelp for the fishing contest. Watch out for the all star fisherman, Jim Sutter who always seems to land a big one for his pot luck barbie event. Another awesome fisherman is Diana Watson, who will no doubt run a multiple Rod (sic.) challenge. Happy sailing.

Regards to all,  
Peter J. Benton  
Commodore '95



## OK, so your check's in the mail!

But if you forgot, please mail your dues to our treasurer, Lyn Richardson, so that we may fund our major projects. Thank you.

Send your payment to:  
AMSS, P.O. Box 6484, San Diego, CA 92166



# Wooden Boat Center May Become A Reality

The long hoped for Wooden Boat Center may become a reality in the not too distant future. The Naval Training Center Reuse Planning commission has given its tentative approval to the idea of the center to be housed within the small boat training area along the channel. The idea of a center for training boatwrights, riggers, carpenters, and others in the construction and maintenance of wooden boats, as well as the maintenance and restoration of traditional water craft, has been determined to be a good use of these facilities. The facilities currently consist of nine buildings, including machine and woodworking shops, paint shop, a small boat storage barn, docks, classrooms and offices.

The original concept of the Wooden Boat Center was to provide a facility where wooden boat builders, key tradesmen and artisan craftsmen, could work and teach their trades, and where owners of traditional vessels could come to maintain and restore their craft. Apprentice and journeyman carpenters, boatwrights, riggers, and machinists would provide both direct maintenance assistance and hands-on training to the boat owner. There was to be a small ship chandlery specializing in traditional parts and equipment, materials, tools, etc., to support restoration and new construction. And, beyond that, formal classroom and laboratory training programs were to be established to provide training in the crafts to both apprentice tradesmen and boat owners. Besides offering classes in traditional boat repair and construction, other important classes would be provided in state and federal environmental controls for boatyard operations, the safe use, handling, and disposal of hazardous chemicals, and the safe use of shop tools and special equipment.

As with any development of this type, the realities often dictate that compromises must be made. In this case, the driving factor of reality has been a lack of money for the Wooden Boat Center to acquire and build a suitable site and maintain the buildings on a yearly basis. The Navy has estimated the cost to bring the NTC small boat buildings up to city code will be approximately \$300,000, and to maintain the site will run nearly \$150,000 per year.

The Wooden Boat Center Board does not have that kind of money. Nor could they reasonably count on enough funding from initial memberships to carry that financial burden. So, to be a player in the NTC conversion, they had to find a benefactor with whom they could work, as well as offer services to the benefactor which would be equal to or greater than the cost they would have to bear.

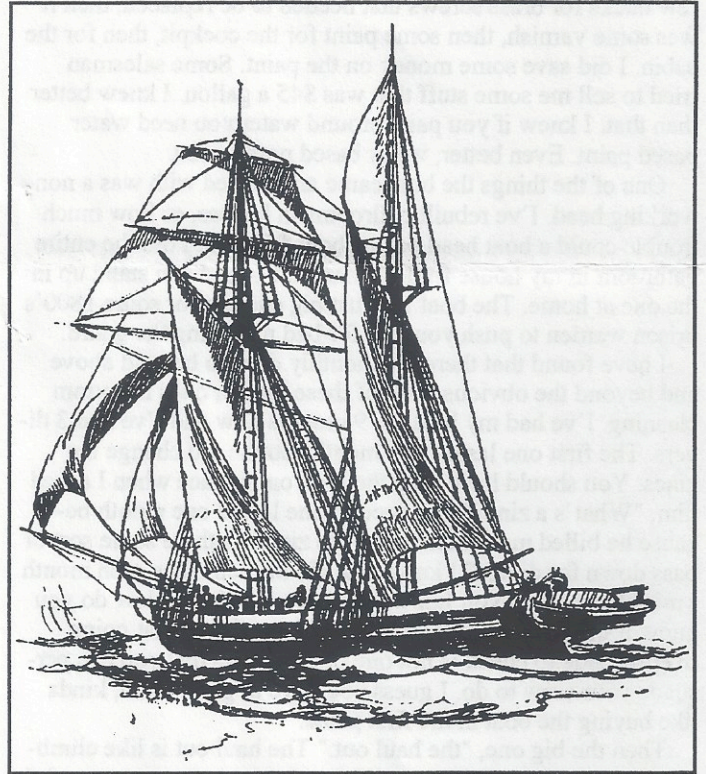
After many hours of searching, endless conferences and presentations, the answer has been the San Diego County Community College system, and through them, the San Diego City and County School Systems.

By offering full time vocational training in wooden boat building and maintenance, as well as hands-on training for fine finish carpentry and other specialized trades, the community college system was willing to sponsor the Wooden Boat Center, and get the planning board's approval.

Actually convincing them wasn't as hard as it might have otherwise been. The same type of program had been successfully established by the colleges several years ago, only to be closed down when the head of the department retired and no one could be found to replace him.

The facility is not perfect for the Center, but it has many advantages. On the negative side, there is no suitable water access to the site for large sailboats due to the height restriction of the Harbor Drive bridge. The channel at last report is said to be less than 12 feet deep, which may further restrict its use to large power vessels. There are no weighs or boat ramp, and the boat hoist is no longer safe to use.

On the positive side, however, there are buildings and space for construction and maintenance of small boats, and there are rigging, machining, woodworking, painting, mast storage, and parts storage shops. There are classrooms and meeting rooms



as well as free parking. And the facilities and early maintenance funds are available, with perhaps a small amount to improve the site.

The community college system wants to establish both full time and part time training programs to be open to the public. The full time program is to be designed for high school and college-age industrial arts students who would come from the school systems. The part time programs would be open to Center members and other adults under the Continuing Education Program sponsored by the community colleges.

Most of the facility, if not all, would be available to members of the Center for their projects. The more advanced students would also be available to assist the members in working on their projects, as well as having the instructors take on specific tasks, such as the restoration of a mast, as class projects. In the future, it is hoped the students can take on the restoration of a significant vessel as a year long or multi-year project.

The tasks for the Center are daunting. Most of the faculty would be provided through the Center and paid for by the college. Administration of the program as well as daily operation of the facilities would also be the responsibility of the Center, as would the establishment of sources of supply for materials and equipment, and overall management of the program. It is a challenge the Center appears ready to take on. After all, the goal of the Wooden Boat Center is to preserve and promote the development of the wooden boat arts and crafts, and provide for training of future wooden boat builders. ❁



# Sailing 101

By Gregg Potter

When I bought *Northstar* I paid a fair price for her. I actually thought that when I wrote that check, the boat would be paid for. Now I know that was just the initiation fee. People with wooden boats for sale look for people like me to come along. I knew that there would be some expense, but just how much, I had no idea. It started out with a few bucks for brass screws that needed to be replaced, then it was some varnish, then some paint for the cockpit, then for the cabin. I did save some money on the paint. Some salesman tried to sell me some stuff that was \$45 a gallon. I knew better than that. I knew if you paint around water you need water based paint. Even better, water based porch paint.

One of the things the boat came announced with was a non-working head. I've rebuilt ballrooms in houses, so how much trouble could a boat head be?... about \$500.00. I did the entire bathroom in my house for less than that. And I can stand up in the one at home. The boat's is just big enough for some 1800's prison warden to push you into for bad mouthing the guard.

I have found that there are monthly dues to be paid above and beyond the obvious. One of these hidden dues is bottom cleaning. I've had my boat for 9 months now and I've had 3 divers. The first one lasted two months but he did change the zincs. You should have seen the look on his face when I asked him, "What's a zinc?" The second one lasted one month because he billed me for changing the zincs. Is there some sort of pass down for divers? I know that if I needed zincs each month I must have a 110 volt line connected to the keel. How do you know if the bottom is clean or not? I have found that going over the side to check is not one of the things that you can persuade your crew to do. I guess you have to go on faith, kinda like buying the boat in the first place.

Then the big one, "the haul out." The haul out is like climbing the mountain of wisdom. When it's over, you understand. I am sure most of you remember when you had your first boat and thought that you could get out of it what you had in it. It was the haul out that bestowed wisdom on me. What started out to be a 3 day bottom paint job turned into a drill in transferring funds. It didn't take much to set the hook. They (Koehlers Boat Yard) were having a bottom paint sale, only \$15 a foot. Even I can figure that one out, \$420.00 Then it was recommended that *Northstar* needed paint from the toe rail down. The yard owner was kind enough to explain why, so I went for it. He also explained why they do not use water based paint. Now its \$2100.00 and the boat is still in the water. I should have just given him the \$2100.00 then and there, and gone home. I didn't, but I did notice that when she was hauled out, just about the entire membership came by to offer advice, praise or condolences. Everyone had a cure for everything from the broken bob stay to the gap between the hull and the keel. Though no one actually physically helped, they did tell me that my bottom was clean.

Anyway, she is painted white as Capt. Herreshoff said she should be (except where the surveyor banged his head on the wet paint. And I put her name on her proper. And in the tradition that covers name changes on boats, her first maneuver in the water was backing down.

The bottom line is that *Northstar* is a little more of me and I'm a little more of *Northstar*. She is my boat. I think you have to own a wooden boat to appreciate these last sentences.

Fair winds and following seas. ☼

# Petticoat Regatta

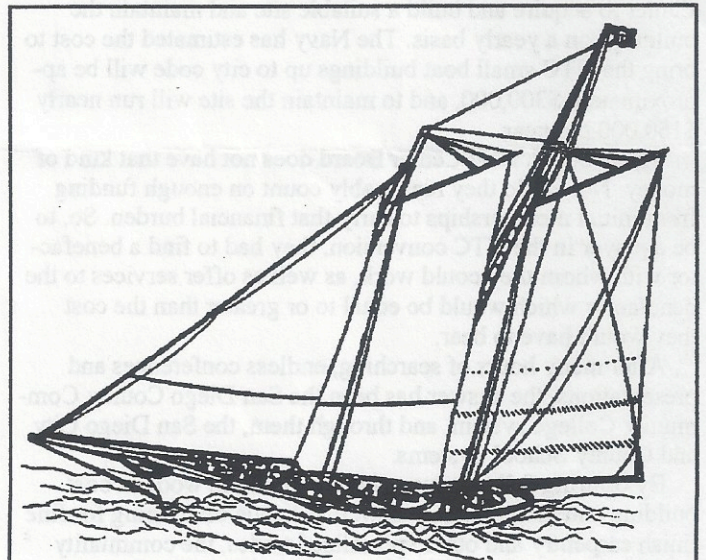
September 16, 1995 — The petticoat is a short (6-8nm) bay race pitting female crews with wooden boats against each other. A typical course is to start at buoy #17, take #15 to port, #21 to port and back to #17, but there have been several variations depending on wind conditions. The skipper's meeting is at Southwestern Yacht Club at 9 A.M. on race day. After the race there is a raft-up at La Playa Cove. The whole point of the Petticoat Regatta is to develop the sailing confidence of our female members in an environment free from male interference. Men are allowed aboard provided they stay below, do not speak, and cook, clean, and produce stiff drinks on demand. For more information: AMSS, P.O. Box 6484, San Diego, CA 92166, Attention: Doug Jones, Race Committee Chairman 619-222-0865. ☼

# Ironman Race

September 17, 1995 — This race challenges your solo sailing skills. While the race rules call for each skipper to also be his/her own crew, it is recommended that an observer be aboard to spot traffic, open beverage containers, prepare meals, and provide that all important helping hand if things begin to go awry. The skippers meeting is held the same place and time as the Petticoat Regatta's (Saturday 0900 at SWYC). The race is generally a 6-7 mile course starting between buoys #3 and #4, rounding the entry buoy #1 to port and returning to 3/4. For more information: AMSS, P.O. Box 6484, San Diego, CA 92166, Attention: Doug Jones, Race Committee Chairman 619-222-0863. ☼

# New Associate Member

Welcome aboard to our newest Associate member, Carolyn StClair. Carolyn was sponsored by George Wheeler and Larry Fossum. ☼



## Labor Day Cruise

Mission Bay Cruise & Fishing Contest

Ballast Point Bay to Mission Bay

September 2 and 3, 1995, 11:00 AM

For more info, contact Randy or Carolyn

Williamson. Pager No. (800) 715-0762



## Burgee Burning Ceremony Will Be Part Of The August Commodores Ball And Picnic Meeting

This year, as in the past four years, the tradition of respectfully burning tattered and faded burgees will be repeated. As with most national flags, when it is no longer crisp and intact, and the color has faded, the proud symbol is ceremoniously lowered into the fire, and respectful words are spoken to all present. (It is considered disrespectful to throw away or trash such a symbol.)

Ancient Mariners feel that what is represented by our burgees is also something to be respected in the same way. And at the picnic meeting on Shelter Island, sometime after we have eaten and before we fall down, the burgees that are no longer beautiful are brought out. The owner of the most badly deteriorated burgee will be chosen, and will receive a new burgee for free. Then all the tattered burgees will be carefully folded, placed on a plank taken from a restoration job on an Ancient Mariner yacht, and lowered slowly into the fire where the plank and the burgees will flame up, glow brightly for a moment, and then disintegrate. As they are being lowered into the fire, these words, written by Annie Kolls in 1990, will be spoken to the assembled group of Ancient Mariners:

### Burgee Anthem

*"Inasmuch as these tattered burgees have flown over noble vessels which represent the finest era of boat craftsmanship, and a bygone time of tradition and elegance; and inasmuch as these burgees were raised over these vessels by men and women who have dedicated themselves to preserving and restoring these fine and classic yachts.... because of this, these burgees have earned the honor of a respectful and propitious burial in fire. May their fine ash enrich the ground, where great and soaring trees might rise and may such a tree someday become a towering mast.... and fly the burgee of the Ancient Mariners. Long Live The Ancient Mariners. Amen."*

So, bring out your tired, shredded, and generally worn out burgees. Give them the respect they deserve with this ceremony, and promise to buy your deserving boat a fresh new burgee. ❁

### Committee Chairpersons

Membership	Larry Fossum	(619) 582-4338
Handicap	Bill Clark	(619) 542-1229
	Jerry Newton	(619) 222-1281
	Doug Jones	(619) 222-0865
Race	Randy & Carolyn	Pager Number
Cruising	Williamson	(800) 715-0762
Trophies	-Vacant-	
Historical	Jim Keitges	(619) 485-8711
Public Relations	Deb Dominici	(619) 226-Ahoy
By-laws	Gregg Potter	(619) 264-1024
Data Processing	Diana Watson	(619) 287-9066
T-shirt Sales	Bob Hendrickson & Allen Niebrugge	(619) 486-4186
Swap Meets	Bob Hendrickson & Allen Niebrugge	(619) 486-4186

Board meetings are held on the first Thursday of each month at the Southwestern Yacht Club at 6:00 pm., just prior to the general meeting.



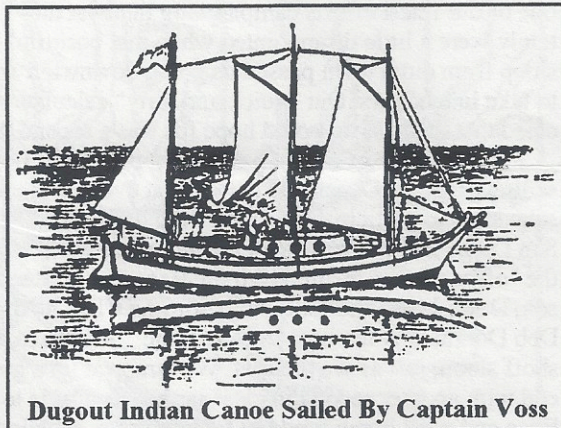
## PORT SIDE

Continuing the words of sea-going wisdom from Captain John Claus Voss in his book, The Venturesome Voyages of Captain Voss.

### How To Manage A Small Vessel In A Typhoon:

*"If you feel sure that a typhoon is approaching, prepare to meet it, because it is a tough customer to deal with.*

*First of all, as in an ordinary gale, have your sea anchor and riding sail in readiness. As the force of the wind is much greater than in even the heaviest gale, unbend all sails except the riding sail and strip the vessel as much as possible. All running gear should be unroveed, the foregaff and boom lashed on deck, also the top-masts, if there are any. If you should be unlucky enough to have your*




Dugout Indian Canoe Sailed By Captain Voss

*sea-anchor gear carried away, don't hesitate to cut away the fore-mast to lessen head pressure. This latter measure, if taken in time, may prevent your vessel from being blown on beam ends or, which is worse, capsizing, as happened to the "Sea Queen" (a 26' Sea Bird yawl). However, be careful not to lose the mast!"*

The J.C. Voss book, The Venturesome Voyages of Captain Voss is available from F.E. Grubb, Librarian, Maritime Museum of British Columbia, Victoria, B.C., for \$11.00 US, payable to the museum.

Edward S. Barr  
Port Captain

**PAY YOUR DUES  
Before Midnight Tonight.  
DON'T FORGET!**

 **August Meeting  
Thursday the 3rd at 6 pm.**

**Combined Commodore's Ball  
— Picnic and Meeting —  
Don't Forget Carriages At Midnight**



## Letter To The Membership...

**The Yesteryear Travesty**  
**July 17, 1995**

I am writing to the membership of the Ancient Mariners Sailing Society to vent a little frustration, solicit some feedback and to promote some dialog regarding a recent event. I am referring to the travesty which recently occurred at this year's Yesteryear Regatta.

As you may or may not know, I crewed aboard Rod Latimer and Diana Watson's sloop, *Freedom*. Even though I say so myself, we sailed a brilliantly lucky race, rounding buoys 5 & 6 just as the tide turned and the wind died. We all felt that it was one of our finest efforts campaigning the boat thus far. We certainly were a little disappointed when that beautiful Herreshoff sloop from outta town passed us going downwind and went on to take line honors. Our "quick and dirty" calculations indicated that the best we could hope for was a second in class.

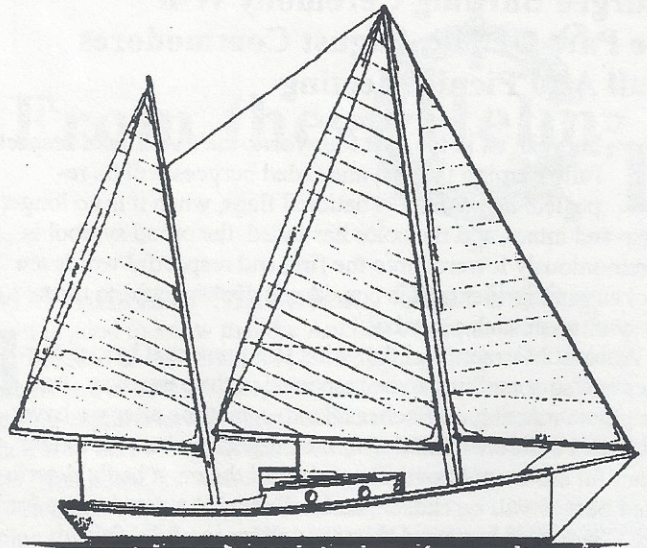
Feeling pretty good, we headed out past Point Loma, motor sailing, to get to Oceanside harbor that evening, as we were scheduled to participate the following day in the Oceanside to San Diego Race. We weren't too surprised when we received the "official" race results from the Race Committee Chairperson, Doug Jones, the following morning when he dropped off Deb Dominici at the boat in Oceanside... second to the Herreshoff sloop, just as we thought. We wrapped up a great weekend with another second in class in the Oceanside to San Diego Race and went home tired but feeling pretty satisfied with our performance.

Needless to say, we all thought everything was copasetic until we all saw the Yesteryear Regatta Race results published in the following month's Albatross. We all were aghast to learn that the winning Herreshoff sloop had been assessed a five minute penalty for missing a mark. Granted, I personally have only been racing sailboats for a little more than twenty-five years, but I certainly couldn't recall any regatta that I've participated in that didn't automatically disqualify participants who missed a mark and didn't return to complete the designated course. Even the USYRU rules call for disqualification under those circumstances. Of course, I immediately phoned my fearless skipper to confirm his understanding of the proper and "Corinthian" outcome under these circumstances and I'm happy to report we were both thinking along the same lines.

It is plain to me that a simple human error occurred, but an error that must be addressed. Now that a precedent has been set, what is to prevent me, (or anyone else for that matter), from starting next year's race, immediately turning my ship right around, crossing the finish line and demanding that I be assessed a five minute penalty per mark missed? Under those circumstances, "Adelphi," with a 300 rating, could "complete" the course in a little over 35 minutes corrected time! At that rate even I could beat Sally.

As you can see, this is a travesty that must be addressed and corrected. I am calling on the Board of Directors to recognize that a mistake was made, to officially correct the race results, and to retrieve the first place trophy and award it to the correct first place boat... *Freedom*. This will no doubt be a painful exercise. However, it must be done to maintain the Corinthian Spirit under which our sport and our Sailing Society is organized.

*Respectfully submitted,*  
*Chris Campion*



### **Gorrilla Rock Cruise**

**Overnight Cruise and Boat-to-Boat Pot-Luck Party**  
**August 5 and 6, 1995**

**Ballast Point to the Coronado Islands**  
**For more info, contact Randy or Carolyn Williamson. Pager No. (800) 715-0762**

## **A M S S C L A S S I F I E D S**

### **— FREE Classified Ads —**

Classified ads are FREE to all AMSS Members. Contact David Nelson by the 20th at 756-6673 with your ad copy to get your classified ad in the next issue. It's that easy!

### **— Famous Race Winner For Sale —**

12' LOA Gaff Sloop, *Dingus*. Great condition, complete with galvanized trailer. \$2500 - Call Chris (619) 224-2733.

### **— Spacious Gracious Lady For Sale —**

Classic 1959 Anglemann Gaff Ketch, "Sea Witch," many time winner of the Yesteryear Regatta. 35 LOD, 48' overall, 13' beam, built in LA. Refurbished in 1986 with NEW Masts, Sails, Yanmar 44 hp. engine, and large stainless fuel and water tanks. Hull refastened in 1994. Many innovative features include new light and airy interior design, storage galore, and larger forward stateroom.

All cruising electronics, Autohelm below-deck autopilot, Furuno digital radar, GPS, speedlog, impulse depth sounder, VHF and generator. Modern galley includes microwave, refrigerator, 4 burner stove, oven and broiler. Hot and cold pressurized water. Other modern amenities include a 13" 12 volt TV and VCR. She is built for cruising, comfort, safety and convenience and makes a great liveaboard.

*Sea Witch* also has a newly rebuilt 9' fiberglass sailing dinghy on davits called *The Sandwich*. Asking \$72,500. Call Jack at 543-0442.

### **— Classic Lines Has Moved —**

Classic Lines, Wooden Boat Chandler and Services, has moved from Koehler Boatyard to: 1227 Scott Street, San Diego, CA 92106. Come on by and enjoy browsing through traditional books and merchandise. Let us quote your next boat project. Call us at (619) 226-1484