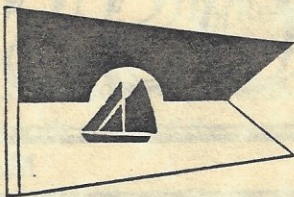


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

MARCH 1990





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Editor Ann Kolls (619) 5469-5277

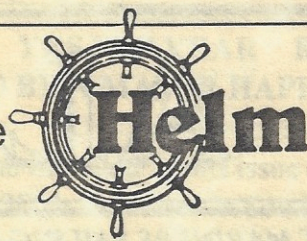
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1990 Calendar of Events

✓ General Meeting	Jan 4
✓ General Meeting	Feb 1
✓ Commodore's Cup Race	Feb 10
✓ Dinghy Massacre	Feb 11
✓ General Meeting	Mar 1
Swap Meet	Apr 14
April Fool's Regatta	Mar 31
General Meeting	April 5
General Meeting	May 3
Yesteryear Regatta	May 5
General Meeting	June 7
AMSS Exhibit and Commodore's Ball	June 30
"Homeward Bound" race	July 1
General Meeting (Picnic)	July 5
Petticoat Race	Aug 18
Ironman Race	Aug 19
General Meeting	Sept 6
Newport Beach Wooden Boat Show	TBA
General Meeting	Oct 4
Swap Meet	Oct 27
General Meeting (Nominations)	Nov 1
Half Pint O' Rum Race	Dec 1
Annual Meeting (Election Results)	Dec 6

From the
Jibe....



Thanks to all of you stouthearted members who braved the waves to come all the way up to Mission Bay for the Cup Race! It was a glorious day, the winds were up, and we had a fantastic start!

There was only one rule which was not followed by all participants. That was to stay behind the commodore's boat! The results of the race are published herein, and trophies will be awarded on March 1 at the regular meeting at Southwestern Yacht Club, which will start promptly at 7:30 p.m.

I'd like to join with the others who were there last meeting in thanking Doug Smith for the fascinating recounting of his trip to Russia. I think we've all gained better insight on what it's really like behind the now-transparent "Iron Curtain".

The raffle went so well at last month's meeting, I think you can count on something special in that department at future meetings.

That's all for now. See you all Thursday at the March meeting. ☺

— Doug Graves, Commodore

**NEW MEETING PLACE FOR 1990:
SOUTHWESTERN YACHT CLUB**



**OUR MARCH 1 MEETING
WILL START PROMPTLY AT 7:30 PM.**

Entertainment will be Fred Hessinger presenting a slide show and talk on the 14-year construction of his Atkins sailing vessel.

Update from *Animal House*

Puerto Escondido, Baja California, Mexico. The final update on the cruise of *Animal House* is mostly a story of the weather condition known as the "Northers". Debbie's story continues:

This past month we waited out several northers that blew for over a week. We would then have one day, signalled by wet decks in the morning, of mild southern or no winds. Those were the days we dashed to our next anchorage. After one day of calm, semi-warm weather the barometer would rise and a "norther" would start again. To illustrate, *Animal House* left La Paz Jan. 12th and arrived in Puerta Escondido on Jan. 31st, stopping in four anchorages and traveling a distance of 90 nautical miles.

On our voyage to Isla Partida we encountered vermilion patches just below the surface which were caused by suspended plankton. It looked like a sea of blood.

After 5 days in La Partida, we motor-sailed to the southeast cove of Isla San Francisco. (We had approximately 5 knots of wind from the southwest and accomplished the 20 NM jaunt in four hours.) Very picturesque, with long curving white beach. I climbed to see over the bluffs to the sea far below. Very idyllic weather, but very short-lived. What cruising is really all about this time of year in the Sea of Cortez, is waiting out or toughing the "northers".

(They are due back on Mar. 8.)

Bridge Watch By Rod Latimer

POLLUTION SOLUTION

Shelter Island docks and yards have been visited recently by the new joint Federal and State Environmental Control Commission in search of polluters of the bay in violation of the new environmental protection regulations. They have cited at least one individual found to have repeatedly violated the pollution control requirements. The fine for this offense is upward of \$1,000. Reportedly, the Pollution Cops are particularly interested in anyone dropping paints, oils, distillates, etc. into the bay. But it doesn't stop there.

Several dockmasters, fearful of being cited (or worse) have put out the new policies to their dock renters that forbid sanding, scraping, or otherwise creating dust that can fall into the bay at their docks. In some cases this has already been extended to any type of boat maintenance above decks or outside the hull. Some dockmasters are concerned about people washing down their decks for fear something will be washed into the bay.

Wooden boat owners are in for special concern and monitoring, since "everybody knows that they are the ones who cause the greatest pollution problem."

PORT SIDE By Jim Sutter

Why? Why not?

Years ago, my employer at the time sent me to a week long management seminar in Aspen, Colorado. (I actually saw a 40' yawl on a lake near Dillon!) Anyway, the theme of the meeting was CLEAR THINKING. One of the texts used was "The Art of Clear Thinking" by a guy named Fleming.

One of his key points was to ask "why" and keep asking until you get a clear answer on anything that doesn't make sense.

In the January *Albatross*, the Commodore's Comments discussed environmental issues. All of us are going to have to deal with this issue personally.

Here are a few "whys":

Why is it a crime to wash seagull droppings off your boat?

No one swims or fishes off the docks of a boat yard. The material scuffed off boat bottoms simply settles to the bottom and stays there (as proven by a Scripps survey). The yards all provide jobs and significant economic benefits. Why not simply recognize that the limited area of water around a boat yard or marina can properly have some copper bottom paint on the bottom and leave it there!

Why force the yards to spend millions to clean up something that is not causing a problem? (And of course the costs will simply be passed along to us...) Obviously, all of us want a clean bay and ocean, but this can be had with some logic and reason.

The time to start asking "why" is now while there is still some chance to put "reason" into a good cause.

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	Rod Latimer	287-9066
Data Processing	Richard Wright	226-2266
T-Shirt Sales	Marcia Newton	222-1281

DID I HEAR YOU CORRECTLY?

By Rod Latimer

In the past few months some of our club members have been coming up with some of the craziest terms. For instance:

"RIGHTY TIGHTY, LEFTY LOOSEY"

This is the watchword aboard *Sally* according to First Mate, Kimberly. It is the key to understanding how to (a) operate the antique head buried deep in the bowels of the ship and (b) keep *Sally* from going to the bottom while unattended alongside the dock. It must work 'cause we managed to stay afloat with a beer-guzzling crew of 17.

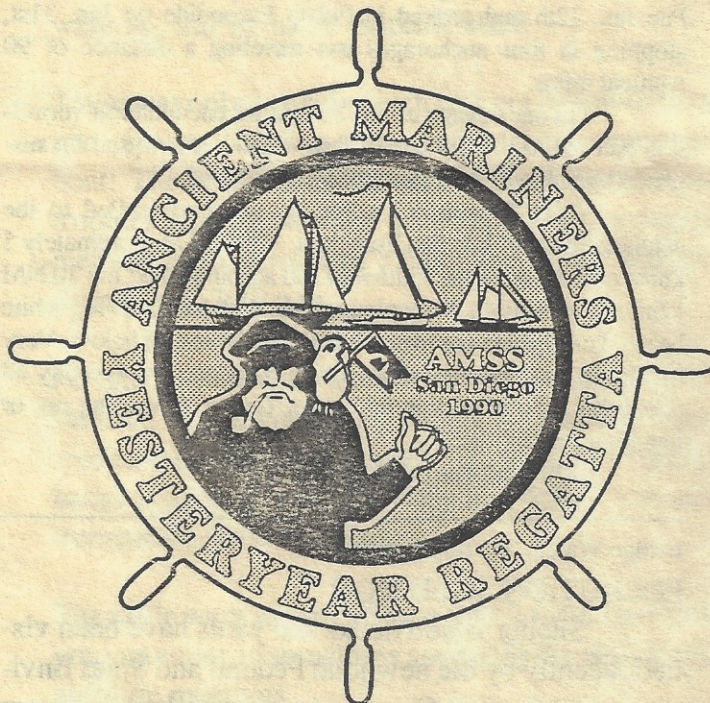
By the way, *Sally* has been practicing "Cabeening" and has come up with a new variation. Due to her draught, *Sally* is capable of "Cabeening" with Mother Earth on a vertical plain, thereby removing all offending barnacles from the bottom of the keel. We think this calls for another name...Perhaps "Sally-ing". It follows then that when *Sally* sails, she is truly "Sally-ing Forth".

"HEAVING TWO"

Iran into one of our members a few weeks after the *Albatross* article on Heaving To. He stopped me to say he really enjoyed the suggestion. He had one problem, however. Although he loved to practice Heaving To, he has never been able to master the art of tying those big knots in the end of the line....

UPCOMING YESTERYEAR REGATTA PROMISES TO BE A MAJOR HAPPENING!!!

Flyers like the one included in this issue of *Albatross* have been sent to 300 boat owners in Southern California who have boats eligible to race with us on Cinco de Mayo! The Board of Directors is looking forward to the distinct possibility that there may be nearly 100 entries this year.



1990 Commodore's Cup Race - 17 Nautical Miles

Racing Fleet

Place	Boat	Handicap	Elapsed Time	Corrected Time
1	Sally	80	?	2:15:10
2	Dauntless	150 ¹⁶⁵	2:45:00 ^{2:20:55}	2:28:40
3	Andale	126	2:39:37	2:28:48

Cruising Fleet

1	Revelee	520	4:39:00	3:10:20
2	Maid of Kent	380 ⁴²⁵	4:12:15	3:29:05
3	Yadin	240	3:30:03	3:30:03
4	Apache	325	3:50:00	3:30:10
5	Sea Brig	300	3:44:28	3:30:28
6	Sea Witch	380	4:11:07	3:38:27
7	Hestviken	502	4:55:40	4:00:40