

Season's Greetings USA 20c



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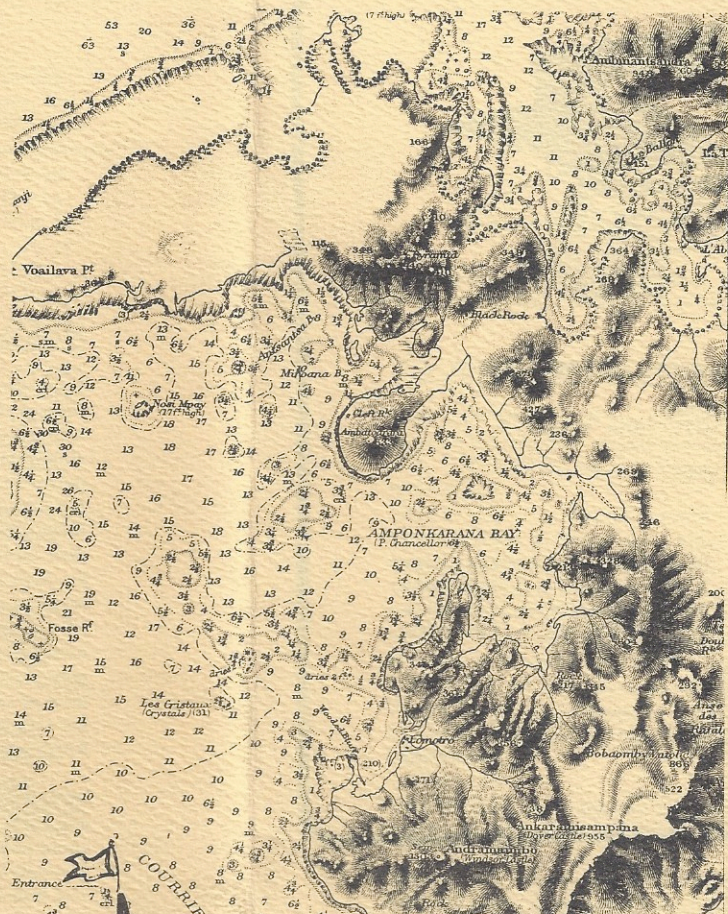
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1890 LINBROOK  
SAN DIEGO, CA. 92111

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




GOONEY BIRD.

John Atkins



Ancient  
Mariners  
Sailing  
Society

# ALBATROSS



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

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Contributing Editor, John Frost

BOARD MEMBERS - 1982

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		223-7194
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Secretary	Rusty White	223-3624
Treasurer	Kerry Hargraves	226-8416
Port Captain	Dall Deweese	284-6301

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Michael Eyton-Lloyd		223-4667
Paul Plotts		483-8996
Robin Reynolds		299-6931

1982 CALENDER OF EVENTS

Half Pint o' Rum.....December 4

THIS MONTH'S MEETING

After announcing the winners of the election for officers and board members of the AMSS, we will see "Sail to Glory". This excellent film is a recreation of the race around the Isle of Wight in 1851 when America beat numerous other yachts. The meeting will be at Silvergate Yacht Club, Thursday night, December 2 at 7:30 P.M.



FROM THE HELM

I suppose for my last "From the Helm" I should say something profound...but, as profanity escapes me, I'll tell you about a disease worse than polyester. It's a condition that can't even be cured with polysulfides or polyomides. It's called Chronic-Creeping-Calendaritis. It's cancerous spread first attacks empty month cells and infects them with a virus called events. These events start innocently enough...small and easy to manage... but then they grow! Every year this crippling disease takes its toll in burned out Commodores and board officers who were overwhelmed without help. I myself barely survived only by tremendous help from my dedicated and enthusiastic fellow board members and a few volunteers, some of whom were themselves devoured in the process. But this disease isn't like herpes because it's curable by more AMSS members embracing the society!

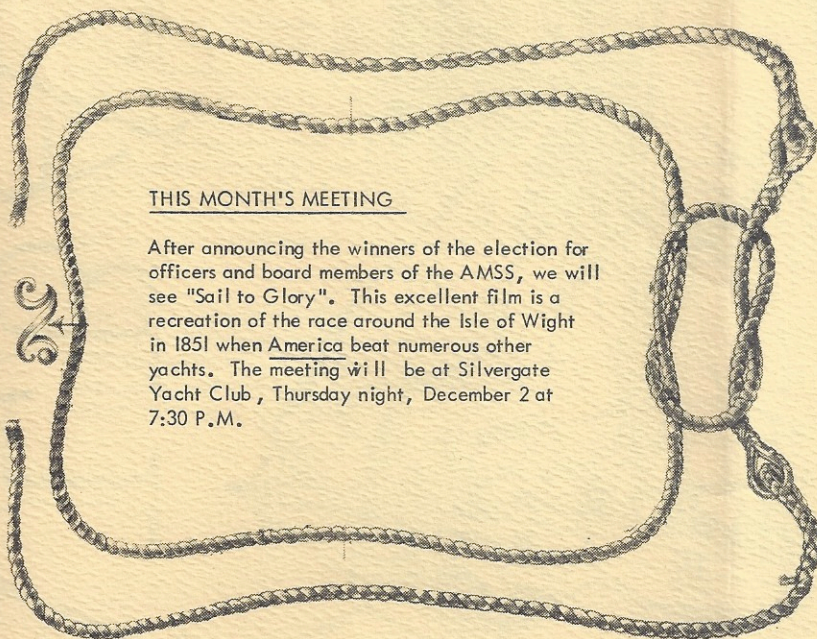
VOLUNTEER! with events happening almost every month, any little job you can do to help organize one of the events could help one of the board members in keeping sane. It would help some of the people who are contributing alot from becoming totally consumed...or fired from their jobs. The only way our organization can keep the national recognition and publicity for our now well-followed events is to spend lots of time, and when a small few spend the time, they get spent.

The best way to volunteer is to come and sit in on a board meeting. It's the second Thursday of every month at Silvergate Yacht Club at 8:00 P.M. in the tower upstairs from the bar. Buy a drink on your way in. All AMSS members are invited to come and help.

1983 looks like it will be a spectacular year for the AMSS as many good people from the present board will be returning.

Among the feats they will be performing will be the San Diego-Maui Race starting on June 12. Around race day the board will dearly need your support because they'll be up to their eyeballs. I plan to support them by participating in the event and buying San Diego-Maui t-shirts which should be available before Christmas... what a great gift idea! We'll also need help in Maui. People are needed to fly over and help with radio equipment and finishing boats. Do any of you have a condo in Kaanapali or an airline?

The Yesteryear Regatta looks to be larger than ever. It will be the same weekend as the start of the Maui Race. It will be preceded a week earlier by the Wooden Hull Owners and Schooner Association race to San Diego.



The Film Festival we had last month was an incredible success due to the hard work done by Rusty White, Dal Dewees, John Frost and many others. The AMSS owes much appreciation to members Chuck and Joanne Mitthum of "You Hot Dog" who fought the popping fuses to get everyone as much food and drink as possible. Thanks are also due to Vienna Hot Dog Co. and Coca Cola for donations and to Joanne for twisting their arms. As of this writing we estimate that we made at least \$1500 for the treasury. (By the time you read this, I'll be in Puerto Vallarta with the proceeds, ...so long, suckers) Actually, these are funds I believe should be used for things such as lowering the entry fee for the Yesteryear Regatta for members only and to provide the initial cash flow for the Maui Race. The race should pay for itself in the end. The Film Festival looks to be expanded to more evenings next year and become an annual event.

1982 was the first time we didn't hold the Ensenada Race. Should we in '83? The board should hear from you on that.

In my last two weeks I hope you all give me some final support and participate in the Half Pint 'o Rum Race. Show up and anchor in La Playa Cove and bring your half pint of rum entry fee. You had better have a dinghy.

I'm looking forward to my role as retired statesman. Thanks for putting up with me as your Commodore for a year without any major uprisings or coup attempts. I enjoyed it most of the time, as I know Jack and the rest of the board will next year. Remember, give them a hand and give them a break!

Goodbye and Good Riddance,



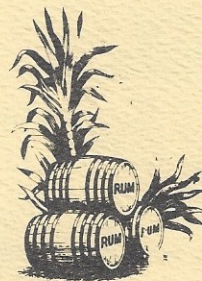
#### PROSPECTIVE MEMBERS

Richard Harrison  
9457A Carlton Oaks Drive  
Santee, CA 92071

Mary and Richard Harrison own the 27' sloop Olga. She is a typical design of William Atkins---slow in the gentle breeze and powerful in the strong wind and sea. A good description would be a "cruising man's delight". She is Marconi rigged with a 3/4 jib and full of the character that makes a good old wood boat. Designed in 1944, she was built in 1968 in Sausalito.

Bob Minor  
P.O. Box 117  
La Jolla, CA 92038

Bob owns Kauwee a Dunnigan designed ketch built in 1946. She is 37' with a wooden spar, flush deck and trunk cabin. Bob plans on spending a year sailing the Channel Islands getting to know the boat and then will think about going south.



#### HALF PINT 'O RUM RACE - DECEMBER 4

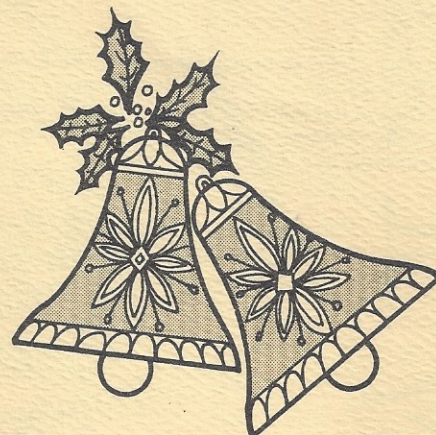
Now is the time for all you hotshot Ancient Mariners to come out and show us your seamanship (or lack of it!). This is by far the most fun event of the year and not to be missed.

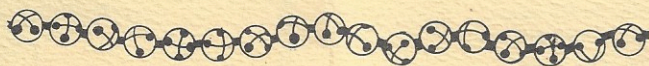
We will gather at anchor in La Playa Cove for the skippers meeting on the beach at 11:00 A.M. You receive the course description and final details there. At the starting gun (noon) you run to your dinghy, row out to your boat where your crew awaits. When you reach your boat you can raise sail, up anchor and go. No engines are allowed. After sailing the course you approach the sandy beach off Shelter Island, put someone in the dinghy who rows ashore, runs up to our perpetual trophies (casks of rum!) and take a hit to finish!

After finishing we'll proceed back to La Playa Cove to raft up and have our last party of the year.

Pusser's Rum, the official rum of the British Navy for over 300 years, is sponsoring the event. Besides making sure we don't run out of rum they will give out awards and supply racing pennants to all the boats.

Trophies will be given for both racing and cruising yachts and Pusser's will have special awards for those who display the most unique style. So no matter what you'll have a shot at (of) the gold! There is no excuse for missing this event! If for some reason your boat can't possibly attend (nothing short of being hauled out will be accepted) come on down and crew or watch from the beach. If you don't attend you'll stand a very good chance of volunteering your boat for the Parade of Lights in Mission Bay (figure that out!), and may the cockroaches of a thousand Mexico's infest your cockpits!





#### DEAR ALBERT ROSS

Now during the rainy season is the most important time for wooden boat maintenance. What you do this time of year will determine the long term survival of your pride and joy.

Wooden boats leak. If anybody says "mine doesn't" they don't look close enough. It's the leaks from above the water line that are the real problem---fresh water. No matter how good the wood used in construction, it will rot eventually if it is continually damp.

Compounding the problem, your boat will probably be closed up tight restricting ventilation at the very time it is most important. When the rain stops and the sun comes out and warms the deck and the boat is still closed up, the conditions are perfect for rot to establish and grow. Both the temperature and humidity will be high and the ventilation low.

The solution would be to stop all the leaks and immediately after each rainstorm run down and open the boat up. This is easier said than done.

If you have a particular area that leaks badly (like the cockpit) you could buy a plastic tarp and cover it until proper repairs could be made.

Now is often not the time to make major efforts to cure the leaks. The joint in question must be thoroughly dry before a successful cure can be made. Although the surface of the wood may be dry, the inside of the joint may take weeks to dry out properly. What you can do though is force a non-hardening type of compound (Dolphinite) into the joint as a temporary measure. It can be easily removed later. This type of quick fix will work very well on deck seams where the rubber has pulled away. Don't do anything rash like use epoxy or you'll hate yourself later.

If you can't always go down to open up the boat after the rain, you'll have to devise a way to have plenty of deck openings that can be left open in the rain. Dorade boxes under ventilator cowls are an obvious solution but they are hardly ever numerous or large enough.

A full boat cover, cleverly designed to not overly restrict ventilation, with a large fan below circulating air and with all ports open would be ideal. Smaller, individual covers over the companionway and hatches that allow them to remain partially open would be fine and a lot cheaper.

Planked decks need special attention. The heat of the sun on the horizontal deck will dry it out very quickly. The planks will shrink and be ready to leak badly during the next rain. The deck can be kept tight by frequently washing down with salt water. The best time to do this is in the evening so the deck stays damp all night. It would be very helpful to seal the deck with any of the products available such as Woodlife, Tip Top Teak, Teak Wonder, etc. A full boat cover would protect the deck from the sun's direct rays and it would stay significantly tighter with much less effort. Any areas next to the gunwales that don't drain properly through the scuppers and puddle are inviting rot to develop. If you can't solve this problem quickly, pour wood preservative (clear cuprol, Woodlife etc.) on the area letting it puddle there and soak in.

John Frost

