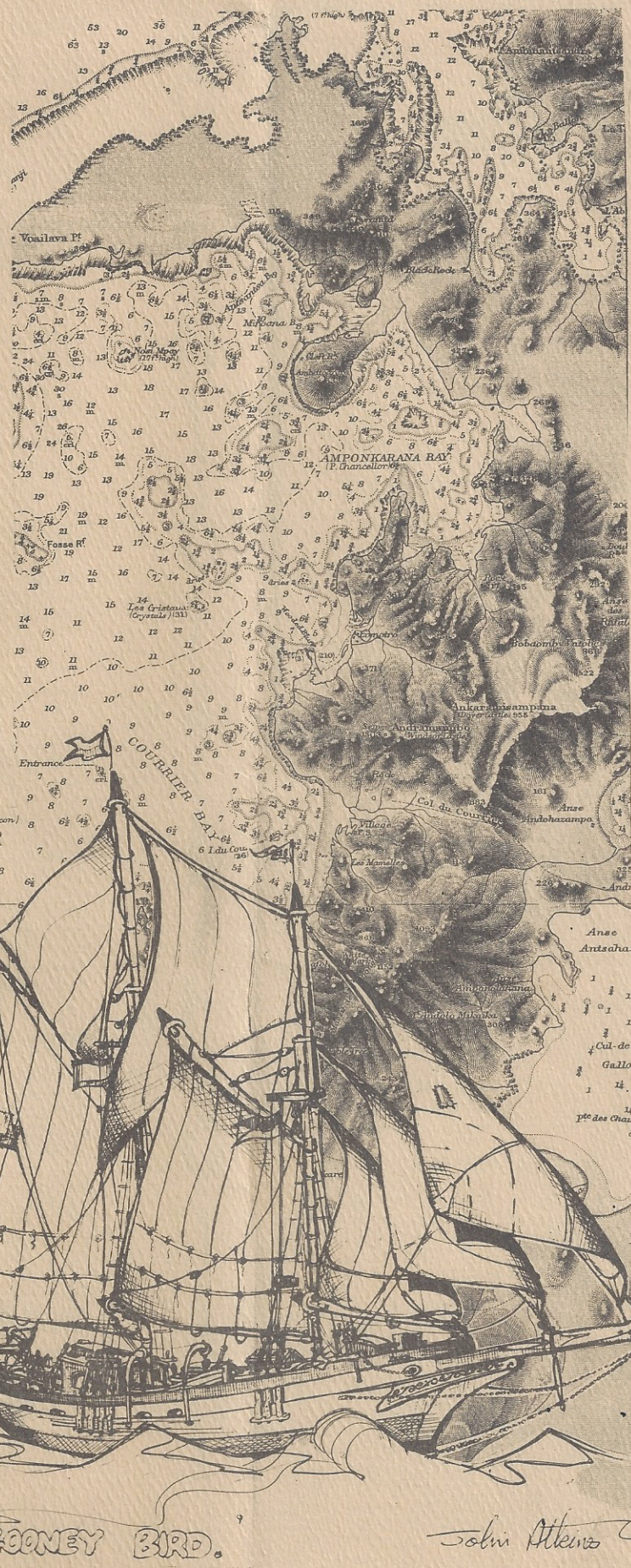


# Ancient Mariners Sailing Society

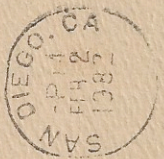
# ALBATROSS



COONEY BIRD.

*John Atkins*

FEBRUARY 1982



TRUDY WOOD  
4550 CHESHIRE ST.  
SAN DIEGO, CA. 92117

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







The Albatross is the official publication of the ANCIENT MARINERS SAILING SOCIETY of San Diego.

ALBATROSS VOL. IX no. 2 FEBRUARY 1982

Editor, Leslie Cabeen

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	Paul Plotts	483-8996
	Robyn Reynolds	299-6931

1982 CALENDER OF EVENTS

FEBRUARY	
Commodore's Cup Race	February 13
St. Valentine's Day Dinghy Massacre	February 14
Commodore's Brawl	February 21
MARCH	
Open	
APRIL	
April Fool's Regatta	April 13
MAY	
Mother's Day Cruise	May 9
Schooner Assn. Race	May 29-30
JUNE	
Yesteryear Regatta	June 19
JULY	
Pyramid Cove Cruise	July 4
Pettycoat Regatta	July 24
Iron Man's Race	July 25
AUGUST	
Boat Festival-Maritime Museum of San Diego	August
SEPTEMBER	
Open	
OCTOBER	
Open	
NOVEMBER	
Open	
DECEMBER	
Half Pint o' Rum Race	December 4

THE FEBRUARY MEETING

We are continuing our educational series at this meeting which will feature representatives of the West System Epoxy Products Company. They will discuss techniques of epoxy use for wood boat construction. Once again we will also have a RAFFLE. The meeting is on February 4 at Silvergate Yacht Club. BE THERE.

FROM THE HELM

Here's February coming at us and once again the grey whales are heading south past our shores. And while they are passing Point Loma, on February 13, they'll be treated to one of their favorite sight-seeing pastimes...the AMSS Commodore's Cup Race. They'll marvel as the strange surface animals start their frenzied ritual around bouy #1 to then streak off toward the Coronados if startled, stampeded by the watching whales. The following week will see a stampede of another sort, to Harpoon Henry's for the AMSS Commodore's Brawl, Sunday February 21.

I invite all Ancient Mariners to come and race to the Coronado Islands, and to come with their crews to the Commodore's Brawl at Harpoon Henry's. A good time and some surprises are guaranteed for all!

See Y'awl There!  
Chris

SPECIAL NOTICE!

THERE WILL BE NOMINATIONS AND A SPECIAL ELECTION TO VOTE ON A NEW PORT CAPTAIN AT THE FEBRUARY GENERAL MEETING. BILL CROFT IS MOVING OUT OF THE AREA.

COMMODORE'S CUP RACE

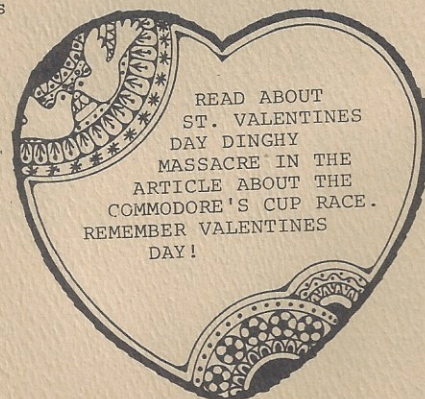
Hello interPatIonal race fans! The weekend of February 13-14 is when the AMSS will be holding its Commodore's Cup Race and Valentine's Day Dinghy Massacre.

The event will start Saturday at 11 A.M. at Bouy #1. The course will be out and around North Coronado Island and back for the classic racers and to the island and back for the classic cruisers. In the past we had some stretching of imagination as to where to turn around but there should be a mark this time....(any volunteers?). There will be no entry fee or registration so just show up and go for it!

Following the race will be a raft-up in La Playa Cove for some good times and then our St. Valentine's Day Dinghy Massacre on Sunday. The details haven't been worked out yet but a fleet of little schoonerw will be ther and this race will be open to associate members as well.

Watch your mailbox for a flyer on the races.

Be there or be square,  
Chris



READ ABOUT  
ST. VALENTINES  
DAY DINGHY  
MASSACRE IN THE  
ARTICLE ABOUT THE  
COMMODORE'S CUP RACE.  
REMEMBER VALENTINES  
DAY!





BEING CONSIDERED FOR MEMBERSHIP:

VARYA

owned by: George Jillich  
4483 Osprey St.  
San Diego, CA 92107

Varya is a Phillip Rhodes designed R-27 sloop built by Kettenburgs in 1940. Her hull number is 14 and she was the first R-27 built on the West Coast. She was first purchased by the Jessop family of Jessop Jewelers and was owned by them for 41 years. For all those years she was at San Diego Yacht Club.

She is almost 40' overall with wood spars and sweeping sheer. She is 7/8" mahogany on oak frames.

ALEGRE

owned by: Gil Niday ("Buz")  
1591 Sunset Cliffs Blvd.  
San Diego, CA 92107

Alegre was originally built for George Kettenburg in 1946 and was the second boat off the line. Someone wanted the boat and convinced George to sell her before completion and thus was numbered 20. Her original name was Eulalie and was the boat to beat for about 10 years. She won the Lipton Cup and had approximately 8 chevrons on her sail from 1946 through 1956.

When purchased by Buz she had been sitting under full boat cover for 2 years unused. The bilges were dry and there were even cobwebs in them. He plans to restore her and sail to the South Pacific where he was raised.

Alegre is a 47' sloop with spruce spars and built of Phillipine Mahogany over oak frames.

SEARCHER

owned by: Dan Lillard  
3901 Liggett Dr.  
San Diego, CA 92106

Searcher was built in Holland in 1958 (designed 1950) but spent the majority of her life on Lake Michigan. Dan is only the second owner. She is a 57' Alden cutter built of mahogany on oak.

SPECIAL ANNOUNCEMENT

Our unknown scrapbook has been found--- that's the good news---now for the bad news. Nothing has been added to it since 1977. I would appreciate any pictures, articles, etc. that would be suitable for our scrapbook. It will be on display at the next meeting and any material may be given to me then or mailed.

Irene Mangum  
"Keeper of the Scrapbook"  
P.O. Box 6145  
San Diego, CA 92106

REMEMBER!!!! ANNUAL DUES ARE DUE

NOW!

CORRECTION

The "5 Years Ago This Month" in last month's Albatross was actually 4 years ago last month. I hope this did not cause any confusion. By the way, plan on seeing the same article in 11 months.

Editor

5 Years Ago This Month - February 1977

The Valentine's Day Dinghy Race and Masacre was held on February 13 around the Commerical Basin. The course was not to be announced until after the start. Entry fee was either a six back of beer or equivalent (?) and eligible was any "non-live aboard vessel without mechanical propulsion (oars okay), and length on the water line less than 12'."

The Board raised the dues from \$5 to \$10. (Editor's Note: wasn't there an Al Hislop protest for this non-bylawish behavior?). There was \$30 in the treasury and \$40 in outstanding bills.



COME ONE COME ALL TO THE COMMODORE'S BALL

Harpoon Henry's is the scene...  
Steak or Shark is the cuisine.  
Our favorite minstrels will please the crowd...  
with some help from the rhythm section of White Cloud  
Bob and Ray will play the tunes...  
while Jack Cabeen nose the spoons.  
We'll present the trophies from the Commodore's Cup...  
So I hope that all of you will show up.

Sunday Feb. 21 at Harpoon Henry's  
Order blanks for tickets will be sent out  
and tickets will also be available at:  
Sail Services  
Pacific Marine Supply

Dear Albert Ross:

Around wooden boats you hear a lot about "wood decay", "rot", "dry rot", "electrolytic rot", etc. Are these the same? What is rot. Is it voracious micro-organisms? A chemical process? Rot is talked about in hushed voices and it always affects the "other guy's" boat. No one ever admits his own has a problem. What determines whether or not my boat is susceptible.

Sincerely,  
Confused

See the back page  
for Albert's response.



Dear Confused:

Wood decays mainly by two processes. "Rot", Dry Rot", or "Wet Rot" refer to fungus type decay. "Electrolytic rot" refers to a chemical reaction between wood and metal.

Fungi are microscopic plants whose actively growing filaments penetrate the wood and form strands or layers of fungus threads. The spores produced by fungus fruiting bodies are everywhere, floating in the atmosphere, and will have many opportunities to affect any boat if the conditions are right.

More than a dozen decay fungi have been found active in boats. The most dreaded, MERULIUS LACHRYMANS, is commonly called "dry rot" and is rarely found on the West Coast. It can spread at the rate of 3/4 cm. per day. "Wet rot" (CONIOPHORA CEREBELLA) is more common but not as destructive. The two act in very similar ways.

The easiest way to understand these fungi is to look at things from their point of view. Wood is a home and a food to them. They like to work when the wood is moist (moisture content above 20-30%), but if the wood is totally saturated with water there isn't enough oxygen. If it is cold, fungi don't move very fast; below freezing they go dormant. When they get warm they get turned on and really go at it (75-80 is their favorite temperature). Their appetite varies greatly with the type of wood. For instance, they like spruce and dislike teak. The sapwood of any lumber is their favorite as it is rich in nutrients. They hate salt water and wood preservatives are deadly poison when in direct contact.

Boatbuilders most determine if a vessel will be prone to decay. If rot resistant, well seasoned, dry heartwood lumber is constructed into a tight fitting vessel the battle is half won. A common expression is that a wooden boat will last 7 or 70 years. A poorly built vessel might rot out in a couple of years. A properly built boat will last decades if reasonably maintained.

Almost all fungus rot problems in properly built boats are caused by fresh water leaks. If proper wood is kept dry there can't be a rot problem, although it is impossible to prevent all the leaks. Therefore, after attempting to find and stop deck leaks the next important factor is ventilation. The more ventilation the better for it greatly increases the evaporation rate of wet wood and can often prevent water from condensing inside the boat.

Periodic re-preserving of timbers in susceptible areas (where ventilation is limited and leaks are likely) is important. Preservatives used during construction can eventually leach out of the wood. Pentachlorophenol has been found to be most effective. It used to be a common sight to see vessels "salted down" each evening. Now it is more common to see a wooden boat hosed down with fresh water after a day sail. Nothing could be worse. Even a vessel with a sieve for a deck might avoid being infected if it is washed down with salt water nightly.

Salt water won't kill rot spores but it may prevent the fungi from getting a foothold, and if they are established it will slow their progress. A vessel salted nightly will keep its seams and joints tight and will have fewer, smaller leaks.

An important although overlooked factor is the effect of accumulated dirt. Wood shavings, sanding dust, dirt, lint, fritos, etc. often end up sitting in the same areas that fresh water may stand in. This crud will trap moisture and prevent evaporation.

The second major type of decay is caused by the chemical reaction between metal and surrounding wood. Whereas fungus rot will usually be found above the waterline, electrolytic rot is more common below the waterline.

Wood is slightly acidic and so wet wood causes metal fasteners to corrode. The corrosion products then attack the wood. The use of sacrificial zincs to protect underwater metals often aggravates the problem. Only for a very short period of time is the correct amount of zinc on a particular vessel. It immediately dissolves as it protects. Even under ideal circumstances, a vessel has too much zinc when it is launched after a haulout and too little before the next.

Too much zinc results in "overprotection." The metal to be protected is purposely made a cathode (the zinc is the anode) and an electric current flows from the zinc to the protected metal. At the cathode end of this reaction hydroxyl ions accumulate and cause an alkaline condition. The adjacent wood deteriorates because the oxydation (destruction) of cellulose (wood) is accelerated by alkali in the presence of the oxygen in the water. The end result is that, although the metal does not corrode, the vessel "stews in its own juices" until the wood disintegrates near the protected metal. Conditions are aggravated in older wooden vessels because the planking has often become completely saturated with salt water which encourages electrical conductivity and greatly increases the chances of otherwise isolated plank fasteners to be affected.

On the other hand, too little zinc not only allows the underwater metals to corrode but creates the condition where the corrosion products create an acidic condition in the wood causing the cellulose of the wood to hydrolyze and weaken. In the case of iron fasteners the situation is aggravated because iron ions are formed which are active catalysts which promote the chemical reactions that deteriorate the wood.

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#### SOURCES

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