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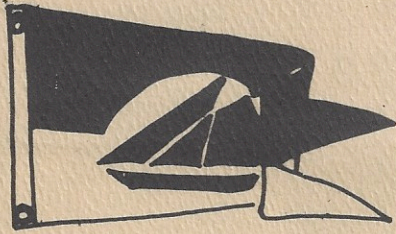
Ancient
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ALBATROSS

GOONEY BIRD.

John Atkins

MARCH 1982



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

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Editor, Leslie Cabeen
Contributing Editor, John Frost

BOARD MEMBERS -1982

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THE MARCH MEETING

Bill Clark will conclude our three part educational series with a talk on scarfs and joints. There will be a raffle. So come to Silvergate Yacht Club on March 4 at 7:30 P.M.

1982 CA LENDER OF EVENTS

April Fool's Regatta.....	April 13
Mother's Day Cruise.....	May 9
Schooner Assn. Race.....	May 29-30
Master Mariner's Regatta.....	May 30
Yesteryear Regatta.....	June 19
Pyramid Cove Cruise.....	July 4
Pettycoat Regatta.....	July 24
Iron Man's Race.....	July 25
Boat Festival-Maritime Museum..	August
Half Pint o' Rum Race.....	December 4



FROM THE HELM

Pardon my shaky prose but I've just recently recovered from my post-Brawl coma. A lot has happened this last month and I'll try to recap what went on...until where my memory gets blurred.

Our February general meeting had a highly informative presentation by people from West System. Dal Deweese was elected as our new Port Captain replacing Bill Croft who had to move to Seattle. Dal also won the raffle for the second month in a row. I think he should go to Vegas. Next month, Tom Belair has lined up a true giant in his field for the March general meeting. Bill Clark will talk to us about building spars, scarfing joints and sawing logs.

Commodore's Cup Race

For Pacifica it was an inauspicious start. We ended up leaving people on the dock because we couldn't wait any longer. We still missed the start by 10 minutes.

The race started with light wind on a beam reach which some boats took advantage of. White Cloud took off with her new suit of sails and giant golly-wobbler. Robin and Allegre, the two PCC's also got a good start along with Varya the Rhodes 27 and Zapata II.

In the "Classic Racing" Class, 1st place on corrected time was won by Dan Lillard's fast Alden sloop, Searcher, a new member of the club. Robin led most of the way and was first to finish the long course, placing second in corrected time. Whisper took advantage of the light beam reach and Mike flew the spinnaker almost all the way out and went from a 10 minute late start to capture third on corrected time.

When we got to North Coronado Island, most of the racing class had already gotten there and so had White Cloud. This presented a problem because we were to drop the mark for the cruising boats to round. White Cloud got there before us and rounded the mark---Pacifica and all! She went on to be first to capture this year's brand-new first to finish Commodore's Cup perpetual. Artemis got a bonus on its handicap for picking up the mark but Revelee was behind her and turned around when they saw Paul Plotts sailing back waving the mark. Too bad he used up all his bonus time pulling in 500 feet of scope!

On the way back, the wind picked up and it was a close reach but not too close for the gaffers...and they flew! Sea Witch and Revelee came back at hull speed and took second and third in "Classic Cruising." First went to Calypso who moved faster than anyone can remember.

What a beautiful day! By 4:05 every boat had finished and they were ready to get an early start at some serious rafting up. Our thanks go to Dal and Sheila Deweese who spent the whole day on intermission starting and finishing boats on video tape with some whale watching in between. The way Dal's been winning everything, he was banned from competing in the race anyway.

On to the raft-up where some boat touring, new member meeting, much carousing and general fibbing took place. Video tapes were shown on intermission and some more were recorded for showing at the Commodore's Brawl, though I still don't remember seeing Burt Lancaster at the raft-up.

St. Valentine's Dinghy Massacre

Sunday there was a massacre...nine sailing dinghies were slain by Rich and Robin Reynolds in their starlet in a series of three races. All credit and/or blame must go to Paul Mitchell, Commodore of the Intergalactic Schooner Association for designing the courses which he named:

1. La Playa Cove Yacht Club Memorial
2. Whitbread Round the Whirley Race
3. Intergalactic Demolition and Sightseeing Race

Thanks also goes to Jehani on Nimbus who officiated the entire slaughter. The Intergalactic class was out for blood...and the "Frost Challenge Trophy" which we put up and lost to Paul Mitchell in Mission Bay three years ago. After sailing around for a day to choose the course, we came in last. This time was different. With a third and two firsts for the three courses the mighty Pacifier won back her trophy.

Commodore's Brawl

What a Brawl!! I had dinner with a few friends the other night. The hostess' eyes went glossy when I walked into Harpoon Henry's and said: "Frost, party of 69." But that's how many shooed up for a magnificent dinner with servings so large that many couldn't finish dinner let alone the mudpie! (At last count John was working on 3 1/2 while there's no telling how many servings Al ate!)

We had a great time listening to Bob and Ray and their later accompaniment by the White Cloud Rhythm Section. We had the awards for the two races along with video tapes but after that, everything gets a little foggy. My analysts tell me that I succumbed to an attack of self-disrespect and that I'll continue to suffer from "mike fright" and frequent attacks of amplified hic-ups.

My deepest thanks go to Bill Blackwell at Harpoon Henry's who put on a feast, Bob Westbrook who first started talking about the idea and to whoever carried me out.

Well, be sure to pay your dues if you haven't already, and please co-operate fully if the roster committee contacts you for information. We'll see y'awl Thursday March 4 at Silvergate at 7:30 when more video tapes may start promptly...and remember...you might not respect me but you're stuck with me!

Chris

COMMODORE'S RACE RESULTS

Classic Cruising Yachts

Boat:	Finish Time:	Elapsed Time:	Corrected Time:
CALYPSO	15:02:34	4:02:34	1:43:50
SEA WITCH	15:19:40	4:19:40	1:53:38
REVELEE	16:04:30	5:04:30	1:54:40
ARTEMIS	15:37:34	4:37:34	1:26:08
			2:11:08 (15min. for picking up mark)
WHITE CLOUD	14:27:30	3:27:30	2:13:01
SALUD	15:00:13	4:00:13	2:47:12
SCRIMSHAW	15:25:11	4:25:11	2:52:05
SEA SHARP	15:13:01	4:13:01	3:00:00

Classic Racing Yachts

SEARCHER	15:04:45	4:04:45	2:58:05
ROBIN	14:46:49	3:46:49	3:03:58
WHISPER	15:08:00	4:08:00	3:08:29
VARYA	15:11:40	4:11:40	3:12:09
ZAPATA	14:56:40	3:56:40	3:13:49
ALEGRE	14:59:26	3:59:26	3:16:35
PACIFICA	15:02:34	4:02:34	3:19:43

NEW MEMBERS

VARYA

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

Varya is a Phillip Rodes 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: Buz Niday
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 sill from 1946 through 1956.

When purchased by Buz she had been sitting under full boat covers for 2 years. The bilges were dry with cobwebs. She is 47' long and is built of mahogany over oak frames.

SEARCHER

owned by: Dan Lillard
3901 Liggett Drive.
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 frames.

BEING CONSIDERED FOR MEMBERSHIP

H. WHITNEY TURNER

owned by: Bruce Palmer
2733 Shelter Island Drive, #257
San Diego, CA 92106

H. Whitney Turner is a Sparkman-Stephens ketch built in 1938/39 in Maryland.

NAJEZ

owned by: Chuck & Jo Mitcham
P.O. Box 81497
San Diego, CA 92138

Najez is an Alden ketch designed in 1945 and built in 1948. She has a carvel planked hull on bent oak frames.

Anyone who has questions for Albert Ross, please mail them to our P.O. Box. An important purpose of our club is to spread information about maintenance, repair and restoration of our classic boats. John Frost writes this column. After maintaining Pacifica for 6 years he has experience and also knows who to turn to when he doesn't have the answer. Expertise in all aspects of sailing is readily available to us, either from AMSS members or friends. Let's take advantage of it!

DIFFERENT DRUMMER

owned by: Jim & Cindy Boulter
3204 Felton St.
San Diego, CA 92104

Different Drummer was built in 1939 in Hong Kong. She is an 18' sloop designed by A.H. Young.

NAVIGO

owned by: Jayne Parker
4080 Huerfano Ave. #241
San Diego, CA 92117

Navigo is a 36' Alden cutter designed in 1936. She was built for Jayne's grandfather, E.N. Parker in 1937 by Thompson Boat Works in Chicago. From launching until 1974 she was moored at the Jackson Park Yacht Club, where in her younger days she was an active race, ending her racing days by winning first overall in the Tri-State Race. The majority of her life has been spent cruising lower Lake Michigan. In 1974 Navigo left Lake Michigan for the first time and sailed north to the Apostle Islands of Lake Superior. She now anxiously awaits her new opportunity to be with her contemporaries in San Diego.

Dear Albert Ross,

I have a lot of trouble keeping my varnish up. Some people's varnish seems to hold up better than mine and they swear it's just ordinary varnish. Are there any tricks to making a varnished surface more durable?

Sincerely,
Hopeful

Dear Hopeful,

We have many tricks to make varnish maintenance easier on Pacifica. Get a good buildup of varnish, sand well between fully cured coats, fill the grain to get a smooth surface, touch up immediately, always apply at least 2 coats, revarnish before the surface crazes, use a good U.V. varnish on the finish coats, keep salt crystals off the finish, cover when possible, and thin varnish sparingly if at all.

When you think your bare surface is ready to varnish, sand some more. It will pay off later. Apply a "split coat" (50% varnish, 50% thinner). When it can be touched without fingerprinting, apply another coat unthinned. Use a fast dry varnish like Interlux Jet Speed and keep applying coats in this manner until either you've developed runs, sags, drips, or it's getting late or if it's a very hot day (on a very hot day only apply 2 coats---other days 3 or 4). This technique can also be used on previously varnished surfaces if sanded very well with no finer than 150 grit paper.

When more than 1 coat is applied per day it takes much longer to dry before you can sand again, that's why quick dry is recommended. Runs or sag areas may take a week to dry. Forget about working any more until it dries thoroughly then sand with 150 or even 200 grit until either you start going through to bare wood or your surface is perfectly flat with no recessed grain (the varnish in the grain deteriorates much faster than on a flat smooth surface). If you hit bare wood first, stop and repeat the multi-coat buildup process with Jet Speed. When the surface shows no grain apply

2 coats of a good U.V. varnish like Captain's Varnish. If applied on the same day no sanding is required between coats and the finish will last longer. Don't thin the varnish unless you're nearing the bottom of the can or it's a hot day and the varnish is drying too fast to keep a wet edge. We use Interlux #333 brushing liquid to slow varnish, even Z-spars. Don't thin more than 10%.

After sailing, wipe down the varnished surfaces with fresh water (or hose the surfaces off and then bucket salt water carefully onto the deck only). Dried salt crystals in sunlight do the most harm to a varnished surface. The crystals reflect the sun's rays and concentrate them. Also, the crystals will collect in the grain recesses more easily---another reason for a flat surface.

If kept out of the sunlight, varnish will last almost indefinitely. Covers are expensive but so is your labor. When you ding or mar a varnished surface, touch-up immediately, especially if the wood is not teak. Keep a fingernail polish bottle full of varnish and have it handy. It even has its own brush. If you have a crew of animals use a contact cement bottle (it's bigger, with a bigger brush). Sand an area about 1/2" larger than the ding. First fill only the ding. After aob

First fill only the ding. After about a half hour apply another coat covering the whole sanded area extending slightly into the non-sanded area. This job will be almost unnoticeable and will last as long as the surrounding area.

Most people wait too long before recoating. When the finish loses some or most of its gloss and before the surface shows spiderwebbing or crazing when examined closely, it's time. After a thorough sanding (always use a back-up block to avoid an unfair surface and to make the paper last longer), touch-up any dings or bad spots that day. The next day sand out the touch-ups and apply the full coat(s). By doing the touch-up first the whole surface gets a more even coating and will last longer.

We almost never varnish after noon as the wind comes up and the surface gets too hot. Get an early start. If the wind stays down, the surface isn't too hot and the varnish hasn't much crud in it, or if we are going on an extended cruise and the finish is not as important as durability, we will apply a second coat as soon as the first isn't tacky. If you can't recoat that day, sand and recoat soon; don't think that if it looks good it doesn't need it. You'll end up doing more varnishing in the long run if you don't always apply two coats.

Keeping a nicely varnished boat requires the proper attitude. The varnish should have the highest priority (other than keeping the bilge water below the cabin sole). Even if involved in some other major project we will periodically examine the varnish closely and stop to touch up or recoat before continuing with other projects again. Touching up can even be done while underway. One of the more interesting experiences of our Hawaiian crossing was touching up the lee caprail with water flowing by at 9 knots and only a foot below.

We know there will be those who disdain the use of Jet Speed, multicoating without sanding, etc. But it's more than enough work on Pacifica even taking the shortcuts and we have never had any varnish lift or bubble because of it. Our caprail has survived almost five years and about 15,000 miles with 6 months spent in Hawaii since it was last wooded.

Dall Deweese swears by Super V varnish and his boat "Intermission" looks great. Super V dries very slowly and never gets real hard so it chafes easily. But its finish lasts much longer than ordinary varnish. Ask Dall about it. Sunshield would appear to be a product similar to Super V.