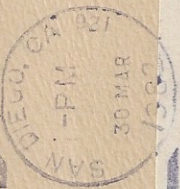




AL HISLOP
 1890 LINBROOK
 SAN DIEGO, CA. 92111



Ancient Mariners Sailing Society
 P.O. Box 8484, San Diego
 California, 92106



SAN DIEGO BAY CALIFORNIA

From a Trigonometrical Survey
 under the direction of A D BACHE Superintendent of the
 SURVEY OF THE COAST OF THE UNITED STA

Triangulation by R D CUTTS Asst

Topography by A M HARRISON Sub-Assistant

Hydrography by the Party

under the command of Comdr. JAMES ALDEN U.S.N. Asst

Scale 40000

1857

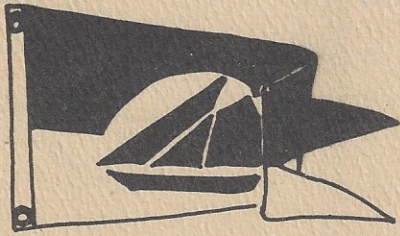
SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Ripley Idles which extend from Point Loma along the head to and three miles beyond Pt. Loma will serve as a good guide in thick weather. Vessels in entering the bay must pass through the Narrows at the point, from the eastern edge of which steep N 32 E N 72 E hills rise with Pt. Loma, the bay having been crossed when there is 22 feet at mean low water and having run half of the distance on the Pt. Loma open past Ballast Point, half again and close in that direction N 32 W N 21 W to the anchorage.

In leaving while standing to the eastward, do not approach the Zebrina Shoal too closely as it is very abrupt, but cross Westward where the water shall very gradually be a sufficient guide. Between Ballast Pt. and the Village there is a shoal with 12 feet of water on at all times low tide but being out of the channel it is no obstruction except in vessels of heavy draft working to windward. Beyond the Pt. Loma the Channel is mostly marked at low water and the limits are more or less defined at any stage of the tide for Pt. Loma, as they resemble each other, particularly when the weather is hazy. There is nothing more than a low channel at the entrance of Bixie Bay, and that is impracticable except in very smooth weather.



ALBERT ROSS



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

ALBATROSS VOL. IX no. 4 APRIL 1982

Editor, Leslie Cabeen
Contributing Editor, John Frost

BOARD MEMBERS - 1982

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Paul Plotts	483-8996
Robin Reynolds	299-6931

1982 CALENDAR OF EVENTS

April Fool's Regatta.....	April 3
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
Ensenada Race.....	September 4-6
Half Pint o' Rum.....	December 4

MAY MEETING

Captain Ken Franke, Marine Surveyor, will discuss surveying. Come and learn the ins and outs of boat check out.

VERY IMPORTANT NOTICE!

This is the last ALBATROSS being sent out to non-dues-paying members. Don't miss out on one valuable, informative, entertaining, incredible and foolish issue!

2nd VERY IMPORTANT NOTICE!

Don't forget the FOOL'S REGATTA on the weekend of April 3 (date's have been published in error in this publication for the last couple of months). If you have any questions at all or did not receive the flier in the mail call anyone on the Board and force them to give you the details. It will be great fun.

Most importantly, Paul Plotts is generously donating \$1 to the treasury for each Ancient Mariner or Ancient Mariner crew member who shows up for The Party on April 3 at Billy Bones Restaurant. Be there!

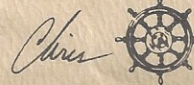
FROM THE HELM

Well here it is April and you haven't impeached me yet so I'll take it as a mandate to keep muddling along. Among the things I hope to initiate in the club this year is a yearly budget, and more amazing yet, we hope to balance it! We've reorganized the operation of the board in a way which I think will save us a lot of confusion and waste. A t-shirt committee is now putting the finishing touches on our total projected purchases, printing and sales of all shirts for the year. We'll buy in quantity and save. Our trophy committee is also hard at work on a trophy budget for the year. We're working on a package deal for silk-screening and purchasing of all the little brass name plaques for the year. We are even considering purchasing an engraver. If anyone knows of an engraver for sale or anyone who would like us to engrave for them let me know! Last year, including the Maul Race, engraving alone cost the club \$1200. This year looks like about \$800. For that or less we can purchase an engraver and it will save us a little in the first year and a fortune later on. Do we have any engraver volunteers?

This year our race committees can concentrate on permits, entires, course setting, committee/press boats, etc. This will take a lot of the load off the Yesteryear Regatta and Maui Race committees especially. Speaking of which, it's time to be setting up the Race Committee for the 1983 San Diego-Maui Race and we are looking for volunteers. Contact me at home or at Pacific Marine Supply.

Be sure to make the April Fool's Regatta on the weekend of April 3 and 4 and don't forget the party at Billy Bones Restaurant Saturday night.

See you there,



NEW FLAG MEMBERS

Jim and Cynthia Boulter
3204 Felton St.
San Diego, CA 92104

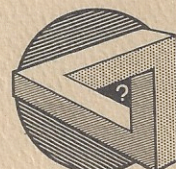
Jim and Cynthia's boat, Different Drummer, is a 17' Kilkenny sloop of the Teak Lady design. She was built in 1939 in Hong Kong and is 5/8" carvel planked teak.

Bruce Palmer
2733 Shelter Island Dr., #257
San Diego, CA 92106

Bruce's Sparkman & Stephens 44' ketch, H. Whitney Turner was built in 1939 in Maryland by M.M. Davis & Sons. She is carvel mahogany on white oak and has a flush deck and pilot-house.

Chuck and Jo Mitcham
P.O. Box 81497
San Diego, CA 92138

Najez, a 46'8" Alden ketch, was built in 1948 in San Francisco. She has a carvel planked hull on bent oak frames.



Jayne Parker
 4080 Huerfano Ave #241
 San Diego, CA 92117

Navigo is a 36' Alden cutter built in 1937 by Jayne's grandfather, R.C. Parker. She was built in Chicago and raced for many year in the Great Lakes area. The majority of her life has been spent cruising lower Lake Michigan. She will soon make her new home in Southern California.

NEW ASSOCIATE MEMBERS

Neil Joyce and Kristin Brown
 230 Camino Elevado
 Bonita, CA 92002

Neil and Kristin are sailors who enjoy the AMSS and want to participate in our events. They have a sloop and we plan on seeing them become active in the club.

Jon Belsha
 5104 N. Harbor Dr.
 San Diego, CA 92106

Jon wants to learn all he can about wooden classic sailing yachts before eventually buying one. He would like to crew on our boats.



NOTICE

Excellent color portraits of individual boats in last June's Yesteryear Regatta were displayed at our March meeting. Clark Waite, nautical photographer, has combined his dual interests of boats and photography to produce pictures of appeal to both boat owners and lovers of classic vessels. Clark will be at our April 1 meeting with his set of Regatta photos. Orders will be taken for a variety of sizes and mountings. Prices are said to be reasonable. Finished pictures will be delivered at the May meeting.



BOAT OF THE MONTH

"Cutter"

Five years ago this month the Board of Directors of the AMSS voted to sponsor the membership of a troop of Sea Scouts in our club. This sponsorship has continued for 5 years. The Sea Scouts and their leader, Steve Hulbert, have participated (and done well) in many of our events---they haven't missed a Yesteryear Regatta in five years. Many of us recognize CUTTER who is proudly sailed by these Sea Scouts.

CUTTER was built at the Mare Island Navy Ship Yard in 1907. She is a standard 30' pulling cutter, shipping twelve, 15' oars in box row locks. She is also fitted for sailing, using a lug rig. Prior to the Sea Scouts obtaining the boat, the Navy trained "boots" in rowing at the Naval Training Center. She was replaced with 28' whale boats and was donated to the Sea Scouts by Adm. Nimitz in 1935.

The scouts fitted removable slats between the thwarts thus providing a continuous deck from the bow to the stern sheets. Thus, she now sleeps as many as 14 on the decks for overnight trips. A bow sprit was added in order to fit a jib and the main was increased in size.

About 1960, a new fir keel was fitted, replacing the worm eaten original oak one. A few years later laminated partner frames were fitted throughout. The hull is cypress planked and oak trimmed. All has been covered with paint for preservation.

Since CUTTER is considered a commercial boat by the USCG she must meet their criterion and is not considered oceangoing. She is moored in the estuary of the Naval Training Center. Recently the scouts and Westerly Sails have recut and resewn a new mainsail given to them by Bill Clark.

The association with this boat and group has been fun and will hopefully continue for many more years.

Be the first in your marina to own the all new, different 1982 Yesteryear Regatta t-shirt. To make things simple we'll let you order by mail. Just return the handy yet slightly confusing order form to the AMSS post office box today. Here come the choices:

Style: Women's tank top (\$4), Women's short sleeve (\$5), Men's short sleeve (\$5), Men's long sleeve (\$6)

Color: Tan, Light Blue or Yellow

Sizes: Men's: XLarge, Large, Medium, Small
 Women's: Small, Medium, Large

STYLE	SIZE	COLOR	COST

TOTAL (there is no tax)

→ +\$1 for shipping and handling

NAME _____

ADDRESS _____

CITY _____ ZIP _____ STATE _____

DEAR ALBERT ROSS

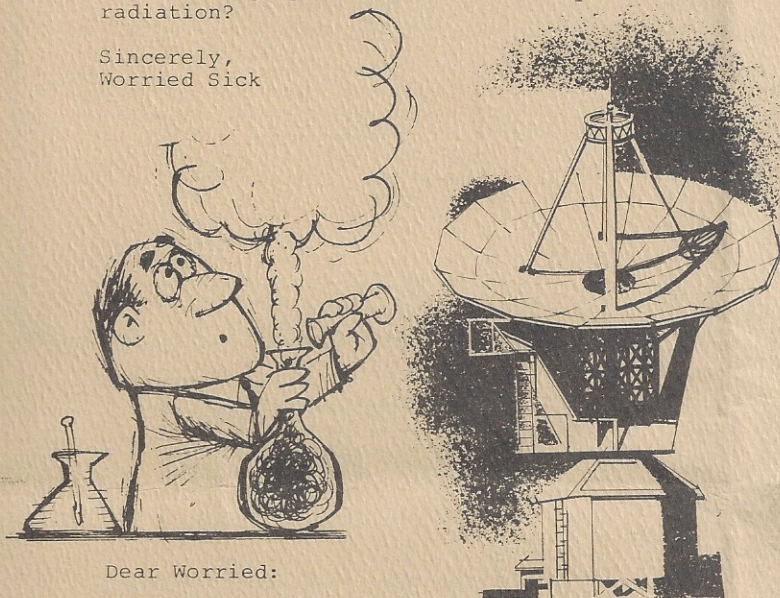
Dear Albert Ross:

I had to move out of my slip at Harbor Island because I could no longer afford to stay there. I have since been anchored in the back bay off the 32nd Street Naval Station, and have been noting a rapid deterioration of my boat as well as other strange happenings. Here are some of the symptoms:

1. The hair is falling out of the baggywrinkle and clogging the scuppers.
2. Sometimes the engine starts cranking over all by itself.
3. My boat is starting to hog real bad and it's not even a schooner!

I notice that the Navy ships often keep their radars on while at the dock. Is it possible that these strange problems are caused by microwave radiation?

Sincerely,
Worried Sick



Dear Worried:

I have made some discreet inquiries to the Navy concerning the effects of microwave radiation on boats and other living things. A Navy spokesman stated that there is absolutely no truth to the vicious rumors that irradiation by microwaves causes crankiness and loss of hair. He further stated that the Navy is thoroughly investigating the effects of microwave radiation on sea slugs. While the Navy's concern for the welfare of sea slugs is commendable, it would seem that an investigation of the effects of microwaves on humans would be more appropriate. Further discussion revealed that the Navy had previously experimented with enlisted personnel, but had to quit when they became bald and irritable. Sea slugs were the closest substitutes they could find.

When questioned about the hogging problem, the Navy spokesman suggested that you let out your shrouds about 6 inches and take up the headstay and backstay by the same amount. "It worked for the USS Constitution, and it will work for you!" He said that the Navy could find no correlation between microwaves and the deterioration of the structural integrity of wood.

Concerned with the lack of knowledge of the effects microwave radiation might have on wood, I began to research the possible mechanisms by which wood might be affected. The science of Nuclear Magnetic Resonance (NMR) may shed some light on the subject. When placed in a magnetic field (such as the earth's) certain atomic nuclei will precess or wobble. The frequency of precession is determined by the magnetic field and by the properties of the nucleus itself.

The nucleus may either absorb or emit a photon of electromagnetic energy at the precession frequency.

The wood in your boat is made of many atoms. If these atoms are resonant at the frequency of a nearby source of microwave radiation, they will continue to absorb energy each time the radar beam passes. This energy is stored in the precession, of the atoms, resulting in ever increasing microvibrations. The wood molecules are held together by molecular chemical bonds. When the microvibrations become too severe, some of the bonds are irreparably torn, resulting in gradual degradation of the strength of the wood. After prolonged irradiation the wood becomes so weak that it can be cut with a Ginsu knife.

There appear to be two ways to avoid the destruction of your boat by microwaves. One way is to move away from the source of radiation. The other way is to absorb the radiation before it gets to the wood of your boat. About the only way to do this economically is with foam egg carton bottoms. These must be nailed all over the hull, deck and cabin areas, leaving no wood exposed. The mast, too, if it is wood. Then spray the cartons with a mixture of lampblack and glue. The lampblack and the undulating shape of the cartons will absorb the microwaves and preserve the wood. This technique was used successfully by one boat in the back bay for about a year. Unfortunately the experiment was terminated prematurely when the test boat was run down and sunk by a Navy boat which did not see the microwave absorbing boat on its radar.

In 1938, when the Navy first started using radar, there were many wooden ships in the U.S. Navy. Now the percentage of wooden boats in the Navy is almost zero. Perhaps we know why.

(Editor's note: Albert Ross received some invaluable aid and assistance this month from our local scientist, staff commodore and unstoppable research chinese chef, Al Hislop)

FOR SALE

Due to an expected relocation and change of plans, Anne and I have regretfully decided to list Gracie, our Hinckley 36' yawl, for sale. Briefly, Gracie was built in 1955, is mahogany carvel planked, and is in generally good condition due to extensive refit since our purchase of her in 1978. Partial list of equipment: 12 bags of sails, Monitor vane, 50-channel VHF, rebuilt Gray Marine engine, 2-burner and oven kerosene Shipmate, 4 anchors and 600 feet of chain and rode. We'll send complete details on request, and we'd appreciate passing the word to anyone who might be interested. Many thanks. Joe Brown, 223-1714, please leave a message. Asking \$39,500.

FOR SALE

14' rowing dinghy, strip planked, Built 1943, \$350
440-6483 or 444-7448

FOR SALE

Shipmate alcohol stove, two burner with oven. Recently overhauled and in excellent condition. #300.
Call Kerry, 223-0325, evenings and weekends.