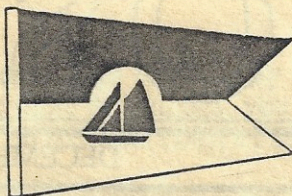


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

DECEMBER 1989





The Albatross is the official publication of the
Ancient Mariners Sailing Society.

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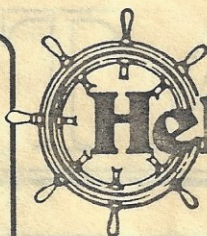
Editor Ann Kolls 619-569-5277

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1989 Calendar of Events

✓ General Meeting	Jan 4
✓ General Meeting	Feb 1
✓ Commodore's Cup Race	Feb 11
✓ Dinghy Massacre	Feb 12
✓ General Meeting	Mar 1
✓ AMSS Exhibit & Commodore's Ball.....	Mar 4
✓ Homeward Bound Race	Mar 5
✓ April Fools Regatta	Apr 1
✓ General Meeting	Apr 5
✓ General Meeting	May 3
✓ YesterYear Regatta	May 13
✓ General Meeting	Jun 7
✓ Swap Meet	Jun 24
✓ General Meeting	Jul 5
✓ Petticoat Race	Jul 22
✓ Ironman Race	Jul 23
✓ Picnic	Aug 2
✓ General Meeting	Sep 6
✓ Chula Vista Harbor Days	Sep 30
✓ General Meeting	Oct 4
✓ General Meeting (nominatons)	Nov 1
✓ Swap Meet	Nov 4
Annual Meeting (election results)	Dec 6
Half Pint o' Rum Race	Dec 2/3



FROM
THE

Helm

Another year is coming to a close. By the time you read this we will have finished with the Half Pint O' Rum race. This is always my favorite event of the year. I hope that as many of you as possible were to participate, and that you all had a great time (that never seems to be a problem)

I would like to thank our Board of Directors and all who volunteered their precious time to help make this year as successful for the club as it has been.

The ballots will be counted and next years officers will be announced at this coming meeting. Don't forget to mail your ballots in early .Remember only currently paid up members are eligible to vote. We will have an updated roster at the meeting in order to validate the ballots prior to counting them. If you have not paid your membership for '89, please do so promptly. This is important, not only for the purposes of the elections, but also to assure that you will receive your January Albatross.

I've really enjoyed this year. We have had a number of truly successful events. The clubs membership has grown, and we have acquired a number of really interesting vessels and their owners.

In an age when the ever-increasing trend seems to be towards more disposable items, I think we all can be proud of our efforts to preserve and restore that which is vintage, and to promote it in such a way the community can see that there are alternatives.

Kevin Thompson, Commodore

DECEMBER GENERAL MEETING

Elections will be the primary focus of the December meeting. It is rumored that videos of the Half Pint o' Rum race will be shown by Sherry and Bob.

Welcome Aboard

New Members

(no new members to report this month)



Prospective Members

(Prospective members must appear at a general meeting to introduce themselves and their boat before the board can take action on their application.)

Charles E. and Lael Treat
8740 Via de Viva
Scottsdale, AZ 85258

Charles and Lael own "Ticker", a 35' Knutson sloop, designed by Sparkman & Stevens between 1940-1946, and built in 1956. Sponsored by C.F. Koehler, Charles and Lael are interested in local racing, and would be happy to serve on committees.

PORTSIDE

By Rod Latimer

Here's some excellent advice for anyone who wants to use their Loran in Mexican waters. The complete article on the how's and why's of these tricks can be found in Santana's October issue. We've tried them (as have others) and they really work.

You can use your Loran for navigation anywhere in Mexico if you use a combination of the following:

Loran coverage is limited to "groundwaves" that hug the water for about 200 miles south of the Mexican border. During daylight hours don't expect groundwave Loran reception much below Punta Baja, south of San Quintin.

1. You can extend the groundwave reception by at least 50 miles by stopping dead in the water and turning off everything electrical except the Loran. You will have a good position fix within three minutes using this technique.

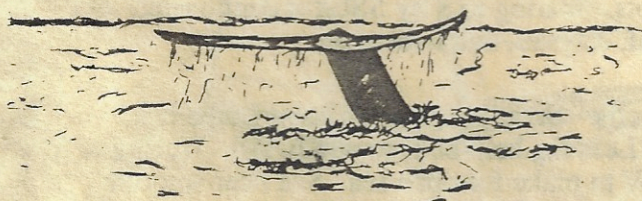
2. If you are more than 250 miles south, you can still get a good fix by attaching a heavy electrical wire to metal ground post on the back of the Loran set and dropping the other end over the side (stripping away about 3 feet of insulation first). In Santana they used a roll of Reynolds Wrap aluminum foil, but that's probably an expensive and wasteful method. When combined with the first technique, you can get a signal during daylight hours as far south as Turtle Bay (Tortuga).

3. South of Turtle Bay you can forget any daytime Loran reception. When the sun sets, however, you're back in business. The night time ionospheric changes will bring the Loran signals back into range. At night Loran skywaves bounce back to earth thousands of miles away from where we normally find them. South of Tortuga, all Loran skywaves from both the West Coast Chain #9940 and



Committee Chairmen

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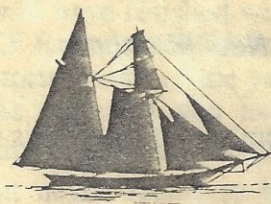
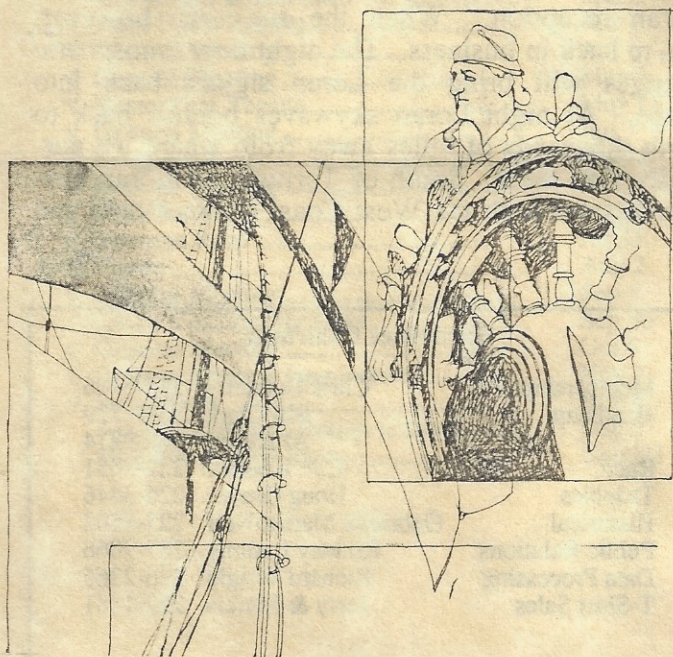


from the Southeast Chain #7980. By using a combination of these three techniques, you can use your Loran anywhere on the west coast of Mexico.

CAUTION: Nighttime readings will show you up to a mile away from your actual position because of the additional travel time of the skywaves. This can be corrected using the calibration procedures in your Loran manual.

NOVEMBER 4 SWAP MEET RESULTS

BOOTH SALES:	\$225.00
T-SHIRTS SALES:	33.00
DONATED:	35.00
ENTRY FEES:	96.00
CONCESSIONS:	74.42



SHIPS LOG

SAILING VESSEL COLUMBIA

August 18, 1844 -- Lying at anchor in the bay of San Diego de Alcalá.

Eight Bells off Dog Watch. Captain ashore. Set ships company to cleaning fore and aft. Wash down and stone foredecks. Carpenter setting new hatch covers to number one cargo hatch.

One Bell. Lighter along side with twenty heads of tallow, sixteen bushels of grain, and two hundred cowhides for cargo. Also brought twenty barrels of drinking water, ten cheeses and three sides of beef (dried). Stored cargo in number two hold. Cook stowed food and water.

Four Bells. Captain alongside in gig with the Hon. Mrs. Fletcher and baggage. Breeze rising from two points North of NNW. Making preparations for getting underway.

Six Bells. Ship ready for getting underway. Sounding four fathoms at near high tide. Ship riding easily on steady ten knots of wind from NNW.

Seven Bells and a Half. Crew forward to man the Capstan.

Eight Bells. Anchor aweigh. Set working and flying jibs and mainsail. Waring to S by SSW.

One Bell. Standing off the ballast bar in NNW of 12 knots. Waring to S by SSE for deep water. Set foresail, staysail, and fisherman.

Two Bells. Standing clear of Point Loma headlands. Leaving kelp beds to windward. Waring to S by SSW to make for open sea. Sea near smooth with slight swell from W by WNW.

Three Bells. Clear of all land and hazards and making course S by SSW. Set the Sea Watch.