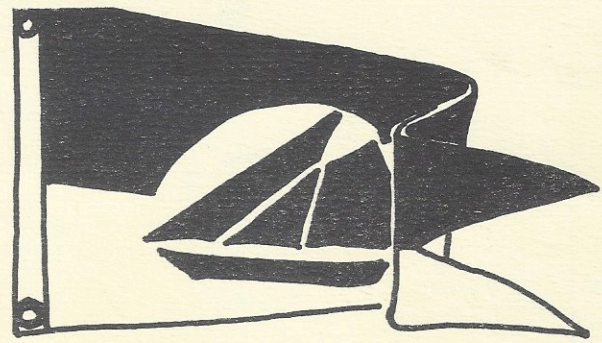


ALTBATROSS



## MEETING

**JUNE 24 7:30 General Meeting**

### THE LOG OF THE SINGING WINDS

Due to public demand, at June's meeting, a travelog of the Singing Winds cruise to Hawaii, Alaska and the return trip to San Diego will be shown.

This event should be valuable to all cruisers. Advance showings were four star rated.

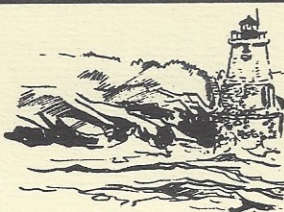
ED

### NOTICE

The Board Meetings are now scheduled for the first Thursday of the month, 7:30 p.m., S.W.Y.C. All board meetings are open to the general membership. This change should allow the Albatross to be delivered before the general meeting; which is still scheduled on the last Thursday of the month, 7:30 p.m. S.W.Y.C.

### FOLLOW A STAR

SUN 4th OF JULY. THE A.M.S.S. NEXT ACTIVITY IS A RAFT-UP IN MISSION BAY. WE WILL CELEBRATE BOTH THE SAILING OF THE STAR AND THE 200th BIRTHDAY. SAT WILL BE A CRUISE UP TO MISSION BAY. SUN THE STAR WILL LEAVE THE DOCK AT 9:00AM. THEIR PLAN IS TO SAIL OFF THE POINT. BEING UPWIND SHOULD PROVIDE A GOOD SAFE VANTAGE POINT. ON THE NIGHT OF 4th THE MISSION BAY FIREWORKS WILL BE A REAL SIGHT FROM THE RAFT-UP. MON HEAD FOR HOME. ED.



Please nice person who gave Carver's newest crew member, Jennifer, a yellow sweater and booties notify Marjie - 298-8422.

May's General Meeting was slides, slides, ... and more slides. Would like to thank Ruben and Delories Luna, Stephen Shrimp and Roger Bartlett for their great photos of the second annual Ancient Mariners May Regatta.

Ed

### NOTICE OF A FINE BUY

If you are in need or will need in the future blocks, they are available through the AMSS at 40% off list. The blocks are made of the finest teak and bronze by Sailor's Art.

Direct all inquiries to Doug Smith

286-8483

### Slop Chest:

Someone has a real prize for the traditional purist. He has several beautiful cotton sails that are in nearly new condition for sale - call Paul at: 223-0654

For Sale: Left over from trophy purchases is one pair of single-handed brass dividers. For \$13.00 someone could have a rare navigation tool any yachtsman would envy. Call Prisky - 222-7827 evenings.

There are only 2 dozen mugs left. For \$2.00 each, they are selling fast. Call Prisky at 222-7827 evenings if you want the last few.

**THE ALBATROSS IS EAGER TO  
SHARE YOUR STORIES AND  
VIEWS WITH OUR READERS,  
PLEASE HELP.  
EDITOR - E ARMSTRONG  
4158B MT ALIFAN PL S.D. 92111**



# CRUISE

## ISABELLA - THE GULF'S MAGICAL ISLAND

Two hours at San Blas convinced the crew of "Nirvana" that it was a port only fit for the "No-See-Ums" that attacked our hides. So, after short deliberation, it was off to find little Isabella Island, only about 40 miles distant. No wind, so a motor sail with many local shrimp boats forcing an awake and anxious lookout. Through the morning's gloom, after steering north a tweek to correct for current, stood a little island. Entry into the anchorage proves this a magical place, akin to any in the Galapagos group.

The anchorage is best described as being in a Geode. It is about two thirds of an extinct volcano with the walls forming perfect bird nesting facilities and the chunks that have fallen down perfect spots to make the surf thunderous. What eons ago was molten magma from the Earth's gizzard now has solidified into wonderful tide pools for Johathan and Serena to cherish. We shared this scene with local fisherman who in turn shared their catch with us, and of course we shared sea stories with each other.

A trip ashore brings us to a private dinghy bay, no surf to negotiate. The blue footed boobies ( a type of bird), frigates, lizards, terns, sea lions, iguanas, crabs, etc., watched our every move and accompanied us with a cacophony of sound. The birds were in great apprehension of attack. Sea and birdlife gave us the feeling we don't get in San Diego, that humans are not the only creatures and these other animals can get along just dandy without us.

An easy walk inland brings us to a lush vale with small trees that serve as frigate roosts. Mating season displayed the males in full glory with their large red throat sacks. The frigates call is a thump...thump...thump that fills the air. The children and ourselves are wide eyed seeing these turkey-sized wild birds just at arms length. The bananas on the trees are not yet ripe, same with the pineapples (lots of guano around.). Farther brings us to a crater

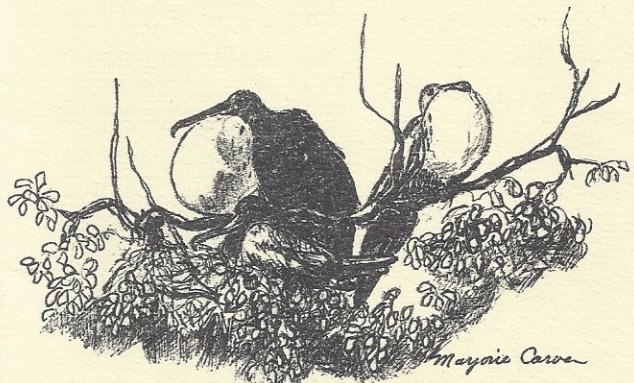
containing a brine lake resembling what you would imagine primal soup to be like, no stop for a swim here. A walk along a crater rim, a nap in a cave, and tidepool watching would round out a walk on the island.

As we left, we realized it is a special place. We hope future visitors can avoid altering what is there, again like the Galapagos it is unique. If it is closed off in the future, we did get our few days there, it would da everyone good. Leaving Isabella, paradise, a small storm blew us back to Cabo San Lucas, civilization and, in a few days, San Diego.

Crew of the "Nirvana"

Hugo

P.S. When anchoring at Isabella, watch out for submerged reefs rising from deed water. Drop anchor in sandy spot, chain only on bottom and up a ways. Not too much scope or chain will wrap a coral head and you will have a permanent mooring.



*Frigate Birds on Isabella Island, Mexico*

## PORTS AFAR

During June, Princess is heading up the coast to her home port, Sacramento. Viking is cruising up to Seattle over the summer. Maribel is going to Long Beach in August, looking for trouble and revenge. Last but not least, Sea Witch is departing to that playland of sun, fun, surf and heavy air: Hawaii.

ED

# YACHT OF THE MONTH

"JONATHAN SWIFT"

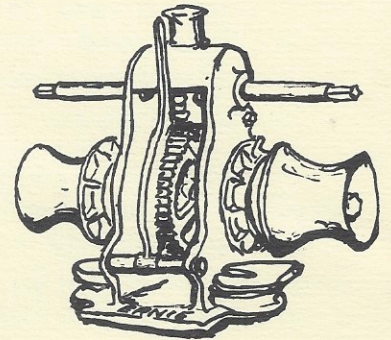
## PART I

The year is 1938, the place the small town of Nieuwendam near Amsterdam, Holland. It is the famous European shipyard of DeVries Lentsch that the keel of "Jonathan Swift" is laid down. Her design is from the boards of the Devries family and is one of a series of yachts ranging in size from 42' to 72'. Jonathan's specifications are 59'6" overall, with a water line of 45' and a beam of 12'9". Her gross tonnage is 28 tons with a draft of 9'6".

Unlike the majority of her counterpart yachts of the era, Jonathan is fabricated of 3/16th" steel plate, steel deck beams and ribs with 2" thick teack decks fastened from below. For those unfamiliar with the early construction of steel yachts, one or two points of interest are worth mentioning. After fabrication of the ribs, the steel plates which have previously been shaped, formed and numbered to the architect's drawing, are riveted on 2" centers to the ribs using a lead gasket to seat the plates. It is also interesting to note that after a certain size is reached, wood and steel construction is at approximately the same tonnage.

It is at this point and stage of construction that we return to 1939 and the outbreak of World War II. The German forces were close to the occupation of the Netherlands. Rather than risk destruction or confiscation of the Jonathan, the family decided to hide her. This was accomplished in a similar manner to the Moses caper; she was launched and towed to a small backwater of one of the Amsterdam canals and it was here that she spent the next four years - partially submerged and hidden in the rushes.

After the war, Jonathan was completed and became the first yacht to leave the Dutch yard and on to sea trials.



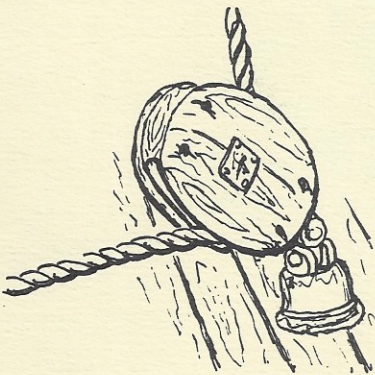
Her original rig was considerably larger than she now carries. The main mast had 12' additional on top giving her approximately 72'. This plus her large mizzen made her a very "swift" yacht.

The original owner took Jonathan and cruised extensively through Northern Europe for the first few years. In his later years, he moved to the sunshine and warmer climate of the Mediterranean. It was here, unfortunately, that her original interior was changed upon orders of the skipper's wife. Apparently she refused to work in the forward galley in the warmer climates. However, early '50's' gray, woodgrain formica was not the greatest combination; more regarding this later.

In 1968, Jonathan went on the milk run; this is the Canary Island to Bahamas voyage carrying the prevailing trades. Her new owners, the Lowe brothers were from New Zealand and had embarked on a career of chartering. For those who met Tig and his sailing master Bosse, it is easy to understand why the venture was always on shakey seas. However, they loved the Jonathan and they sailed her to every corner of the Caribbean. There certainly wasn't any dock rot in them or their ship.

Unfortunately, they were forced to sell her due to a drastic reduction of capital - they were broke and poor Jonathan had slipped down to a very poor condition. The decision was made to return to their home in New Zealand and to sell the Jonathan on the West Coast.

It is here that I must adjourn the story so that Elizabeth can get our monthly Albatross to print. Next month, if you will allow me, we will continue with Part II of our exciting saga, entitled "can a family find happiness with a 60 foot empty fuel drum"?



Bob Sericigs