

Ancient Mariners Sailing Society

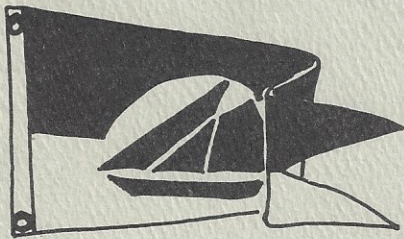
ALBATROSS

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



GOONEY BIRD.

John Atkins



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

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Editor, Leslie Cabeen
Contributing Editor, John Frost

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1982 CALENDER OF EVENTS

Race.....September 4-6
Half Pint o' Rum.....December 4

Presenting
our

THIS MONTH'S MEETING

Be ready for alot of talk 'cause we're going to recap the Pettycoat and Ironman Races. There will be pictures, talk and trophy presentations.. Jack Cabeen will assess members' interest in forming a committee to clarify the qualifications for a boats acceptance into the club. Be there Thursday, August 5, 7:30 at Silvergate Yacht Club.



FROM THE HELM

But seriously folks, by the time you read this, "Pacifica's Terrificas" will have rewritten the Pettycoat Regatta record book as the raciest crew yet. I'm not sure what they're up to yet but I've been told by Captain Trudy that I won't even be tempted to look at the sail trim. I may take the roll of passive observer to new heights.

By now the "Iron Man Race" will be history and we'll know how many skippers got too worn out from not doing anything the day before. We'll have some photos, accounts, and announce the winners at the next general meeting (August 5 at Silvergate Yacht Club at 7:30). We will unveil a new perpetual trophy for the Pettycoat Regatta.

Also coming up this month is the first "San Diego Charity Cup" series for Muscular Dystrophy which will be held August 22 with participation by all the San Diego Yacht Clubs. Various races will be going on all over the Bay, ranging from sailboards and cats in South Bay to a PHRF ocean race. There will be a special race in the bay for only Ancient Mariners and a perpetual trophy will be awarded to the club with the highest percentage of participation so let's all turn out for this one! All proceeds from entry fees will go toward the fight against Muscular Dystrophy. Details of this race are in this Albatross.

Come join us for these events and don't forget the Schooner Race in Long Beach August 8. I have applications at Pacific Marine Supply, but hurry! Pacifica's going, hope to see you there!

Bye,

PROSPECTIVE ASSOCIATE MEMBER

Dick Jones
8885 Orville St. #2
Spring Valley, CA 92077

Dick is an avid sailor, a great helmsman (but Sea Witch doesn't allow him on any other boat) and a wonderful guy.

PROSPECTIVE FLAG MEMBERS

Hestviken owned by Doug and Mary Anne Graves
P.O. Box 84293
San Diego, CA 92138

The proud new owners of Hestviken (means Horse Bay) purchased her this year in San Diego. She is a 36' Angelman ketch (gaffed of course) built in Taiwan in 1966.

Cybele owned by G. Brant Reade
P.O. Box 138
Auburn, CA 95603



NEW FLAG MEMBER

Southern Star owned by Chris and Susan Goddard
10986 Via Banco
San Diego, CA 92126

Southern Star is a Rhodes sloop designed in 1950 and built in 1951. She is 36'6" in length, has spruce spar and is built of mahogany on oak frames.

NEW ASSOCIATE MEMBER

Leonard Ash
2471 Cowley Way
San Diego, 92110

LABOR DAY UPDATE

Many of the people I've talked to would like to replace the Ensenada Race with another ocean race. Many wanted to replace it with a cruise so I thought maybe we'd do both. What I have on the drawing board now is a Saturday, September 4 race to Pyramid Cove on San Clemente Island. The race will be optional...you can be in the sailing or motor class.

Sunday, there will be nothing planned except for a search for the biggest abalone and the biggest abalone appetite! We'll also do our part for world peace scouring San Clemente Island in search of a Palestinian homeland. The Navy shelling should make them feel right at home.

Monday will be the big race home. The classic cruisers will race straight home while the racers go around the Coronados.

We'll be sending the trophy committee ashore on San Clemente for shell fragments so that once again we'll have trophies that will blow you away.

Chris

YESTERYEAR REGATTA T-SHIRTS AND GLASSES

T-shirts and glasses from this year's Regatta are still available at Pacific Marine Supply, Offshore Sails and at the new Clothes Haul Store. HURRY IN WHILE SUPPLIES LAST.

HOLA MARINEROS: An Ensenada Race Update

Those of you who keep track of these kinds of things know that the San Diego to Ensenada Race has been on the calendar for September 4, 5, & 6.

Well, que lastima, the Mexican Government has changed the rules for entering their fair country by boat. This year the charges are 1000 pesos for a boat permit and 500 pesos for a fishing license for every boat (translate that to \$30).

An emergency vote was called of the board of directors and they have decided to cancel the 4th annual race. There would be no way to break even on this event without charging "an arm and a leg." Let's not take this non-profit organization thing too far!

Kerry will be writing letters to her contacts in Mexico expressing profound regrets and hopes that perhaps next year they will be able to make us a better deal.

SO EVERYONE START THINKING. WE WANT ANOTHER ALL NEW AND EXCITING EVENT. IF YOU HAVE ANY IDEAS, TALK TO THE COMMODORE. It will be a long, holiday weekend. We ought to do something. How about a motorcycle rally and camp out?

ALBERT ROSS SEZ

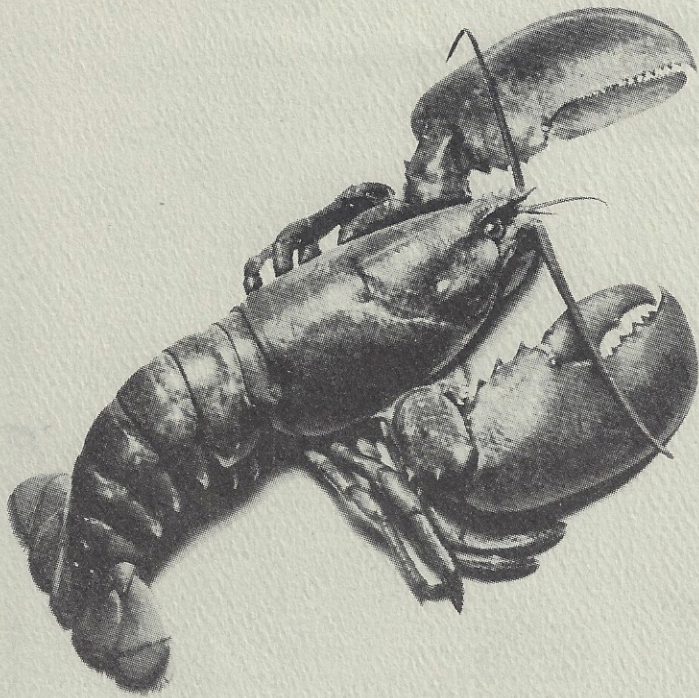
Doug Smith recently had an interesting experience on Andale in the San Diego-Oceanside race. Finding a couple of gallons of water in the bilge he ran his pump and went back topside. Fifteen minutes later the water was up to the floorboards. What happened? Andale was rail down in a flat sea which kept the bilge pump thru-hull outlet constantly submerged. Water flowed backwards thru the hose and into the boat!

With a boat half-full of water it is very difficult to determine where it's coming from. The first thing Doug did of course was to turn on the pump which then solved the problem but it would take a few minutes to tell whether the water was now rising or falling and he still didn't know it was the pump hose! Those minutes must have been some of the longest in Doug's life.

What Doug did in those few minutes was to have his whole crew reach down into the bilge and try to feel any water rushing in. By then he determined the water was falling.

Many bilge pumps are liable to backflow. Manual whate type pumps can if there is an obstruction in the flapper valve. Centrifugal electric pumps like Rule Pumps can backflow easily. Impeller pumps like Water Puppies cannot backflow if the impeller is in good shape.

What should you do then to prevent this problem? Have your outlet as high in the hull as possible? Not necessarily, because the added "head" on the hose will restrict the flow. Can you use one-way check valves? Yes, but they may also be restrictive, and may clog easily. What about a sea-cock that gets turned closed when thru pumping? Fine, but will you close it religiously in practice? How about an automatic switching system on the pump? Great, but the circuit would cycle, on-off and run your batteries down. LET'S HEAR FROM YOU READERS. WHAT WOULD YOU DO? Send responses to the P.O. Box please.



LOBSTER

DEAR JOURNALISTS-TO-BE,

Look at all this empty space. Just think, you could have helped a harried editor and expressed your creativity at the same time. Don't you have sea tales or bits of wisdom for the rest of us? Please write something and mail it today. You can be included in next month's Albatross. Mail your contribution to:

Leslie Cabeen
886 Gage Drive
San Diego, CA 92106

DID YOU KNOW?

Reliance 1903 America's Cup defender, designed and built by Nat Herreshoff, was skippered by Charlie Barr. Reliance's length on the water was 90' but her overall length from head stay to aft end of main boom was 202'. She had sail area of 16,000 sq. ft. on one mast and had a crew of 64.

Many of our members are heading north to invade the Schooner Association's Long Beach Ancient Mariner's Race (open to non-schooners). Our boats often bring home much of the silver. This year our contingent includes Pacifica, Searcher, Intermission, Artemis and Scrimshaw.

FOR SALE

17' Boston rowing/sailing Whitehall "Strokes", designed by John Gardener, lapstrake, Port Orford on oak with walnut, mahogany and teak. First to finish in the Long Beach Ancient Mariner's Race.

Call Del Cover: 270-7739 (evenings), 452-3962 (days)

FOR SALE

Barlow 2-speed # 28 winch, \$500, or best offer.

4 H.P. Mercury, \$200.

For information on these two items call our Commodore.