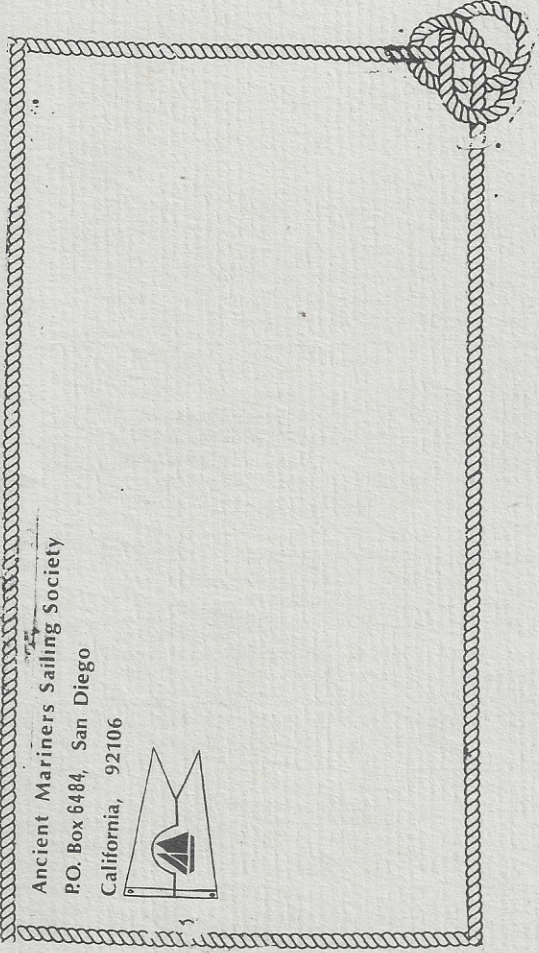
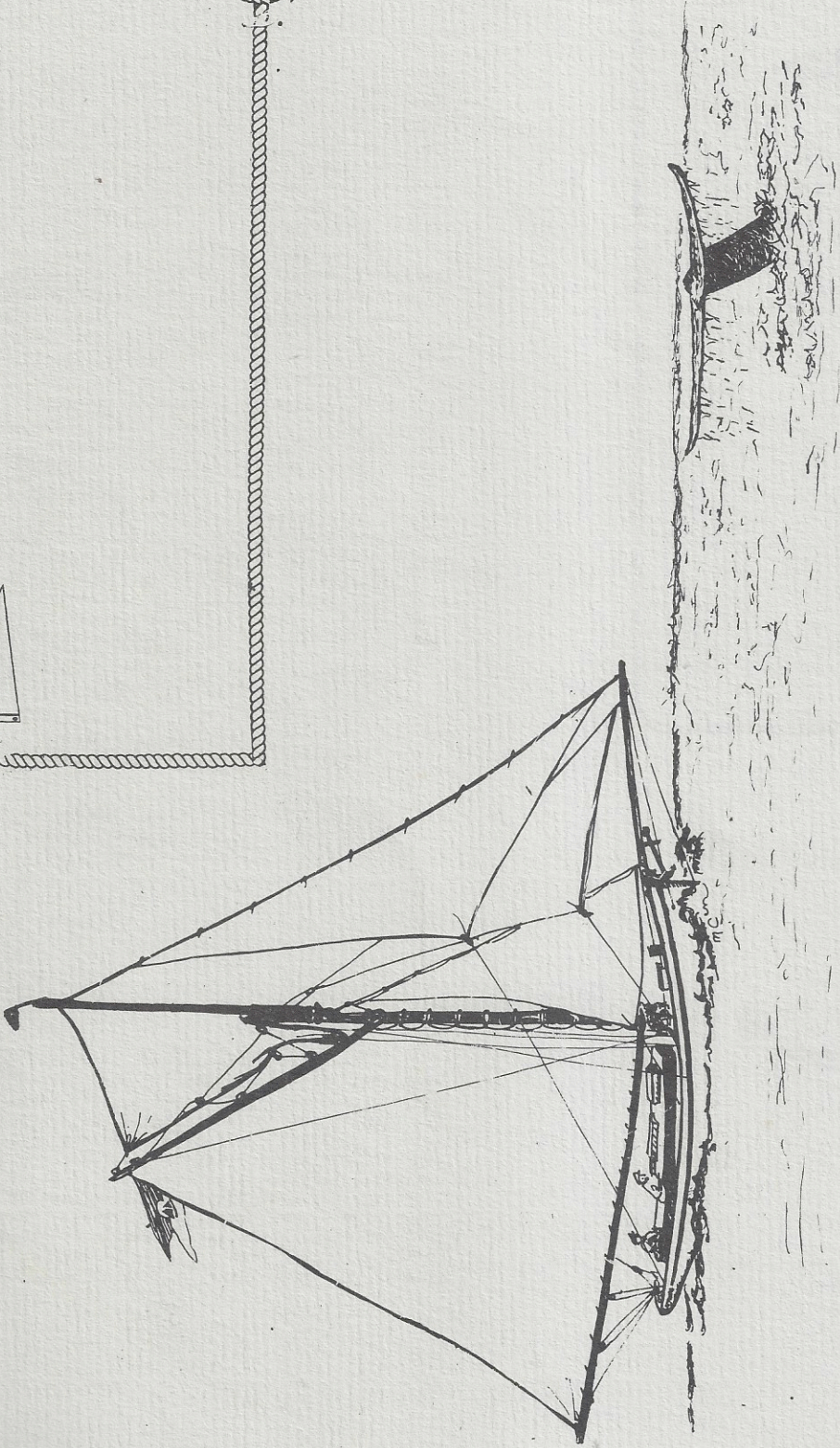


Ancient
Mariners
Sailing
Society

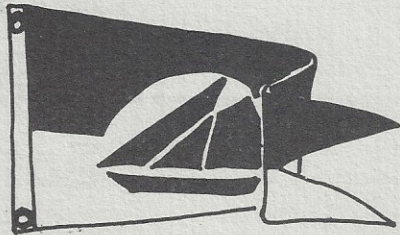
ALBATROSS

September, 1983



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





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

ALBATROSS VOL.X, SEPTEMBER 1983

Editors, David Gibbs
Dale Kerrigan

BOARD MEMBERS - 1983

Commodore	Jack Cabeen	223-5111 292-4900
Vice Commodore	Rusty White	223-3624
Secretary	Robin Reynolds	299-6931
Treasurer	Dall Deweese	284-6301
Port Captain	Steve Johnson	222-1186
Historian	Irene Mangum	224-1254
Members at Large:		
	Joe Coppola	323-3414
	Bob Elder	486-3402
	Michael Eyton-Lloyd	223-4667
	Chris Goddard	566-2025

1983 CALENDAR OF EVENTS

Ensenada Race September 3-5
Film Festival November 19
Half Pint o' Rum Race December 3



SEPTEMBER MEETING

This month's meeting will be Thursday Sept. 1 at 7:30. Ed Lush will present a slide show of his trip down the Intracoastal Waterway.

1983

Over The Line
(AMSS Style)

Believe me, one of the best views in town of the Yesteryear Regatta is certainly from the deck of the finish boat anchored in the bay. This year aboard INVADER was not only a great vantage point but also, due to the hospitality of owner Larry Briggs and his crew, was a thoroughly debauched finish line crew enjoying a chicken barbecue on the fantail and many more drinks than any crew needed. What took you guys so long anyway?

With the great help from Bruce Palmer on the pencil, Jay Malone on the binocs, son Scott on the 35mm, INVADER crew manning the watch, Linda Balsler carefully balancing a drink in one hand while helping spot Yesteryear racers, we do think we managed to do a good job of recording the finishes in spite of all the hospitality!

We're sure the starting crew enjoyed their day also on board the motor yacht BOUNTY. "Especially," they said, "since we are done with the last start and can go and get the party started early!"

I hope that all of you take the opportunity to someday participate in the Yesteryear Regatta aboard one of the committee boats. Believe me, it is the exciting place to be when the boats start coming over the line.

Who was that masked cannoneer, anyway?

Sincerely,

Trudy Wood

Official Race Tooter

P.S. Congrats, racers. This year must have been one of the best for most people remembering to display their packet numbers!

NEED A NEW BURGEE?

Does that AMSS burgee of yours look like it's seen better days? Would you like to have a nice new burgee where the red is red, the blue is blue and the white is white? Well, have I got a deal for you! Mike Gavin of Canvas Services (across the street from PMS) has consented to stock AMSS burgees. These are the same high quality burgees that we give to our new flag members. So, next time your over at Pacific Marine Supply spending all of your money, mosey on over to Canvas Services and nab one of those beauties for yourself. Your boat will love you for it.

FOR SALE

Jack Cabeen's Sea Witch is for sale. Call Jack for more information.

PROSPECTIVE MEMBERS

Linda Hovland
2633 Shelter Island Dr. #115
San Diego, CA 92106

Linda is the owner of Windsong, a Dunigan 30. Built and designed in 1941, Windsong is carvel planked with white topsides and deck. Her trunk cabin is finished bright.

Curtis Underwood
30 Caribe Cay Blvd. North
Coronado, CA 92118

Curtis owns Malolo, a 35' double-ended sloop. This yacht was designed and built by Iverson in Norway in 1939.

NEW MEMBERS

Margie Arneson
570 Gage Lane
San Diego, CA 92106

Margie is the new owner of Robin, a Ketenberg PCC built in 1947. Robin's bright yellow hull should be well known to club members.

Adam and Isabel Faulconer
10405 Sierra Vista
La Mesa, CA 92041

Adam and Isabel are new associate members. They own a new 31ft Halsey Herreshoff designed Cat Ketch built in Honduras of cold-molded Mahogany.

WORMS GOT YOUR HULL ?

Here is a great suggestion from Ed Lush of the ketch "Golden Rule" on protecting your hull.

About 7 years ago while I had Golden Rule back in Florida, I had the hull from the waterline down sandblasted clean while hauled out. I saturated the hull with epoxy resin. The first coat I thinned down to water thin with acetone. I mixed a small amount at a time, using a couple of soup cans, one filled with part A and the other with part B. I mixed these together in the roller tray then poured in the necessary amount of acetone to thin it down. I then used a roller to roll it on. Before the first coat was cured I applied the second coat which was not thinned out as much as the first. I applied the third coat before the second one cured. I then applied the bottom paint while the last coat of epoxy was still tacky. Please note that no glass cloth was used. I was very careful, using a brush to see that no pin-hole was left exposed on the whole hull.

It is extremely important that the bottom be sandblasted. The epoxy resin will then be sucked right into the wood, thus insuring that there will never be any peeling. I cannot over emphasize the importance of applying the succeeding coats before the preceding one cures in order to keep from peeling.

I have never found any spot where epoxy has peeled or come loose. The worms will have to develop iron dentures to get through this coating. Many times I have been in a position where I could not haul out after a year's time, but I have never had any problem with worms.

PETTICOAT REGATTA OFFICIAL RESULTS

YACHT	ELAPSED TIME	CORRECTED TIME
1. <u>Sea Brig</u>	1:46.17	0:58.47
2. <u>Pacifica</u>	1:21.26	1:04.20
3. <u>Brilliant</u>	1:24.39	1:05.39
4. <u>Windsong</u>	1:46.22	1:09.57
5. <u>Kauwee</u>	1:51.31	1:13.31
6. <u>Southern Star</u>	1:46.52	1:21.32
7. <u>Robin</u>	2:01.44	1:44.38

IRONMAN RACE OFFICIAL RESULTS

YACHT	ELAPSED TIME	CORRECTED TIME
1. <u>Robin</u>	1:39.50	1:26.47
2. <u>Tango</u>	1:52.06	1:32.46
3. <u>Whisper</u>	1:53.11	1:35.04
4. <u>Pacifica</u>	1:52.20	1:39.17
5. <u>Prima Donna</u>	2:00.52	1:42.08
6. <u>Southern Star</u>	2:10.13	1:50.53
7. <u>Sea Brig</u>	2:32.23	1:56.08
8. <u>Dingus</u>	3:21.10	2:00.13
9. <u>Tomahawk</u>	2:25.50	2:01.40
10. <u>Malolo</u>	2:31.22	2:02.22
11. <u>Salud</u>	2:29.39	2:05.29
12. <u>Windsong</u>	2:33.33	2:05.46
13. <u>Brilliant</u>	2:31.45	2:17.15
14. <u>Sea Witch</u>	3:31.22	2:33.02

SAGA of SEA SHARP
or
ONWARD to the NORTH CHANNEL ISLANDS
or
...WHATEVER...
by SEA SHARP
(as told to Joe Coppola)

I was in my slip sittin' and hurting from the worst haulout I've ever had, when I heard the skipper and Carl(Shipek) mumble something about a North Channel Island Trip; so, naturally, my chainplates pricked up. (Boats use chainplates for ears, dummy. By the way I'm telling this story to the skipper because he's such a good embellisher.)

I'll get to the Islands Trip in a minute, but first let me ramble a bit about this haulout. We were getting ready for the Maui Race-that didn't come off-so the boys did all kinds of nasty things to this old lady. First they pulled my mainmast that had been nesting so comfy on my keel for over forty years; need I say what a trauma that was! Then they really worked on me; they used the roughest paper I've ever felt to bare my bottom. (Lady that I am, I blushed.) Then they pounded over three hundred boat nails in my bottom. Did you ever have one nail pounded in your bottom? Three hundred! WOW! Pain!

But worse! worse! They pulled and replaced four of my keel bolts! People-types complain bloody murder when they have a tooth pulled, they should have a keel bolt pulled! (I guess they have keel bolts to pin their flippers.) But anyway, that's why I was sittin' and hurtin' in my slip when my ears - whoops - chainplates pricked up about a North Channel Island Trip.

There was much comings and goings, boxes, bags all kinds of junk put aboard by the skipper and Carl. I picked up things like, "Leave it here for now." and "We'll stow it later." Of course "now" was forever and "later" never came. These guys sure aren't Adolph Coors and his boys who had me built and who sailed me to the South Seas. Now that was a classy act!

But we did slip lines; actually left the dock! First night out we mostly motored out to and around the tip of San Clemente; dawn came and we tacked up the seaward coast. Then I heard them talking about Santa Barbara Island, and I knew they weren't just fooling around. I forgot about my sore bottom and began to take interest in this trip, hadn't been to Santa Barbara since I was a youngster.

So we set a course for "Barbara", and the evening and early night was just fine. Got a bone in my teeth and took off. (Sure, boats have teeth - the bobstay, dummy.)

A large pod of porpoise picked us up. (That overdone use of alliteration is an example of the skipper's "embellishment" that I mentioned earlier.) I "saw" the two leaders pull up alongside my port bow (Boats "see" with their bowsprit whisker stays, dummy.) "We'd love to stay and visit longer," They told me, "but you are too damn slow." (Story of my life.) So they did their cute tricks for awhile, slipping under my bow, coming up to starboard; then they "torpedoed" off.

Meanwhile, the wind picked up and started to shift around, and the seas roughened and before long the skipper and Carl shortened my sail. Carl was reefing my main, and every so often he'd get lifted or swung off my cabin top; he'd hang on to my boom with those funny lookin', people-type elbows of his. (The're sure different from mine.) You see, my boom is huge and Carl, well, he's - not big.

I figured she was ablowin' 30,35 knots, gustin' to 40, and workin' around to off my nose (bow-sprit, dummy). So the skipper fires up my engine (Ooh, that feels so good!), and we reset for a more comfortable and favorable course.

Now all you lubbers, set a fair LOP (more embellishment) toward next month's Albatross, and I'll spin you a yarn of how Dave Gibbs' Achilles dinghy got the "seal of approval" at Santa Barbara and what we encountered at the other islands. Until then, don't take any wooden gollywobblers!

Yours Truly,
Sea Sharp