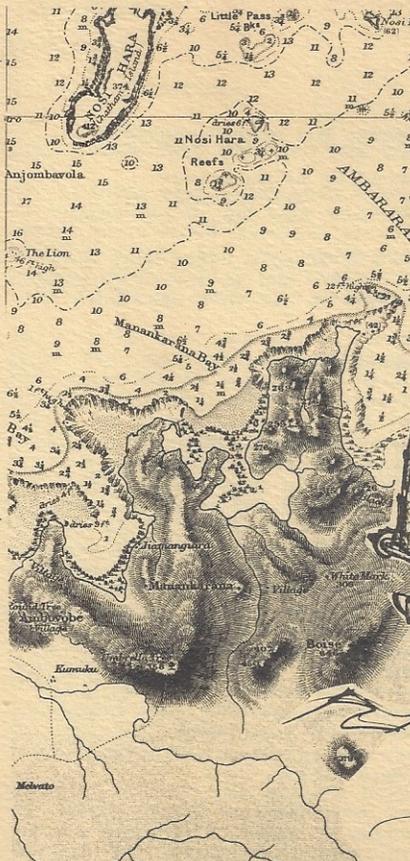
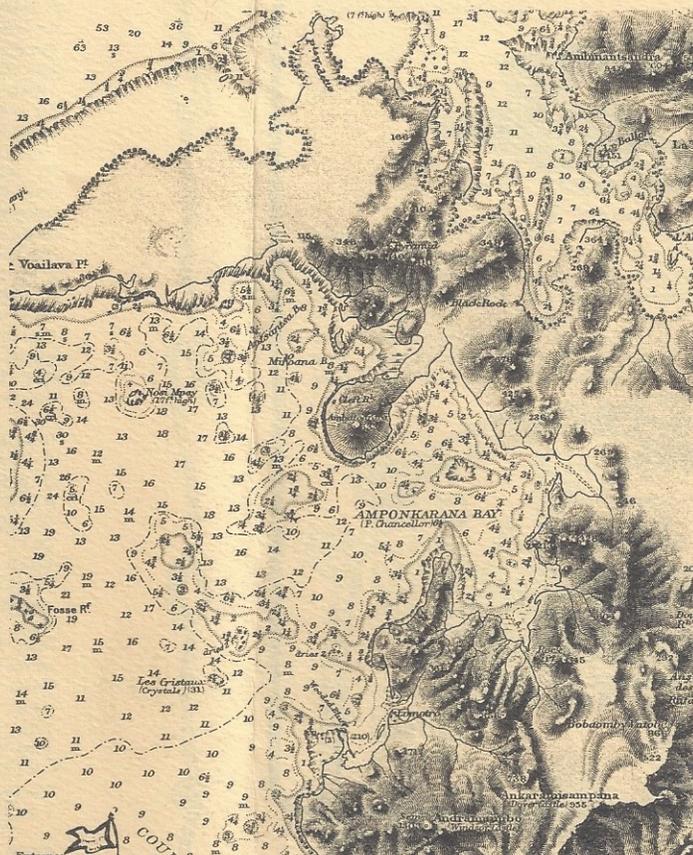




Ancient Mariners Sailing Society  
 P.O. Box 8484, San Diego  
 California, 92106



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 SAN DIEGO, CA. 92111

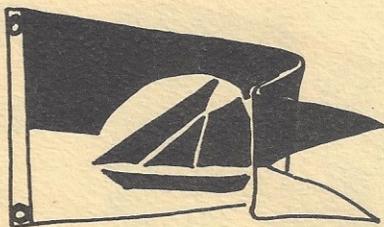


GOONEY BIRD.

*John Atticus*

Ancient  
 Mariners  
 Sailing  
 Society

ALBATROSS



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

ALBATROSS VOL. IX no. 5 MAY 1982

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Contributing Editor, John Frost

BOARD MEMBERS - 1982

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		223-7194
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Paul Plotts	483-8996
Robin Reynolds	299-6931

1982 CALENDAR OF EVENTS

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

THIS MONTH'S MEETING

Finally the show we've been waiting for. The Flannigans are going to show their Maui Race video tapes. Should be alot of fun. Also our Commodore will announce the winner of Foolishness and present him, her or them with a fitting trophy.

FROM THE HELM

I guess by now the rumors have gotten around that there were some fools out sailing a couple of weekends back. Scripps Institute is busy studying why a certain group of harbor seals are suffering from a serious case of "ringing ears" and why there are no seals on one of the channel buoys. Do they dislike white paint? The solution seems cloudy.

I also hear it whispered that one boat attempted to find the Northwest Passage to Mission Bay...via Ballast Point. There were stories of runaway dinghies, lost oars, and a raft-up that began to clone. I never saw so many engines start so quickly.

My deepest thanks go to Paul Plotts and Billy Bones. What a generous host and what a great time! My thanks to Dal Deweese, the race committee who had so much fun starting the race that he started it again a half hour later. My thanks also go to Al Hislop who once again provided us with another painfully graphic fool's trophy. You'll have to come to the general meeting May 6 at 7:30 at Silvergate Yacht Club to see who gets this much coveted relic.

Now don't forget that the weekend of May 8 & 9 we will be having our Mother's Day Cruise to Glorietta Bay. Some are planning to have brunch at the Hotel del Coronado and if you're interested, call me. Unfortunately I'll be missing that weekend being on assignment for Pacific Marine Supply supplying life jackets to the Argentine Navy.

Don't forget to bring money to the general meeting because we'll have 1982 Yester-year Regatta T-shirts for sale! This year we have a new design, tank tops for the ladies and long sleeve shirts for the men! They are also going to be available at Pacific Marine Supply and Canvas Services or order by mail. We're easy!

Hope to see you at the meeting!



BEING CONSIDERED FOR FLAG MEMBERSHIP:

FANTASY: owned by Linda Balsler  
812 Torrance St.  
San Diego, CA 92103

Fantasy is a 5.5 Olympic class boat built in Sweden in 1956. She is carvel planked mahogany and has an all varnished hull.

MORASUM: owned by Chuck Williams  
P.O.Box 6113  
San Diego, CA 92106

"Morasum" is Thai for "monsoon." She was built in the mid-fifties for an American businessman living in Hong Kong, Simeon Baldwin. Mr. Baldwin and "Morasum" were members of the Royal Hong Kong Yacht Club and helped to establish many of the ocean races for the club---in particular the Hong Kong-Manila Race. In 1969 "Morasum" and crew were captured by the Red Chinese during an ocean race and were held for 10 months. They were charged with espionage, kept in solitary confinement and totally incommunicado during their internment. "Morasum" was kept in dry storage with some preservative applied to the teak decks. By the time the boat was released both the decks and engine were ruined.

When Mr. Baldwin died in 1972 his son inherited the boat and shipped in to San Francisco. She was sailed around San Francisco Bay until the late 70's and was moved to San Diego. The boat was acquired by the present owners, Charles Williams and Paula Horan, in February 1982. Basically the boat is very sound but needs extensive cosmetic work according to the owners.

"Morasum" is a 39' Sparkman/Stephens yawl designed in 1955 and built in 1957.

BEING CONSIDERED FOR ASSOCIATE MEMBERSHIP

Chuck Mellor                      David Gibbs  
 301 Rosecrans #8                  2881 Ocanfront Walk  
 San Diego, CA 92106              San Diego, CA 92109

Even though both of these gentlemen own boats made of unmentionable material, they have a love for classic wooden yachts and are regular crew members with Joe Coppola aboard Sea Sharp. Chuck is originally a "cold water" sailor from Michigan but has been converted to a "pleasant weather sailor" like the rest of us.

Dave is a native San Diegan; he's the Gibbs of Gibb's Flying Service and can fly as well as sail anything.

DEAR ALBERT ROSS:

I overheard the old prop debate going at an AMSS meeting the other night and it seems to me Al Hislop settled it once and for all in the Albatross back in '79. Could you reprint the article so we can settle this silly debate?

Sincerely,  
 Propped-up

Dear P.U.:

Here is the article.

LETS SETTLE THIS ONCE AND FOR ALL

For several years there has been a controversial topic which has been discussed at great length by divided factions within the AMSS. So that we can all join again with a common goal, I feel that it is time to resolve this matter of seemingly endless speculation.

The problem revolves around whether or not propeller drag increases or decreases when the propeller is allowed to rotate while moving under sail. Theories have been presented by Carver claiming that allowing the propeller to rotate increases the drag, thus slowing the boat. As an example, Carver points out that the speed of a vacuum cleaner motor increases when a hand or other part of the body is placed over the hose opening (watch out for hickies if you try this). Just how this is related to propeller drag I am not sure, but then its his theory.

Others claim that allowing the propeller to rotate freely decreases drag, thus increasing the speed of the boat. As an example, Hislop points out that if the brakes of a car parked on a steep hill are released, the car starts rolling down the hill. The analogy here is perfectly clear.

However, in order to avoid a biased decision, and knowing that the AMSS bank account was not yet depleted, a team of mathematical experts and hydrodynamic engineers was commissioned to resolve the question.

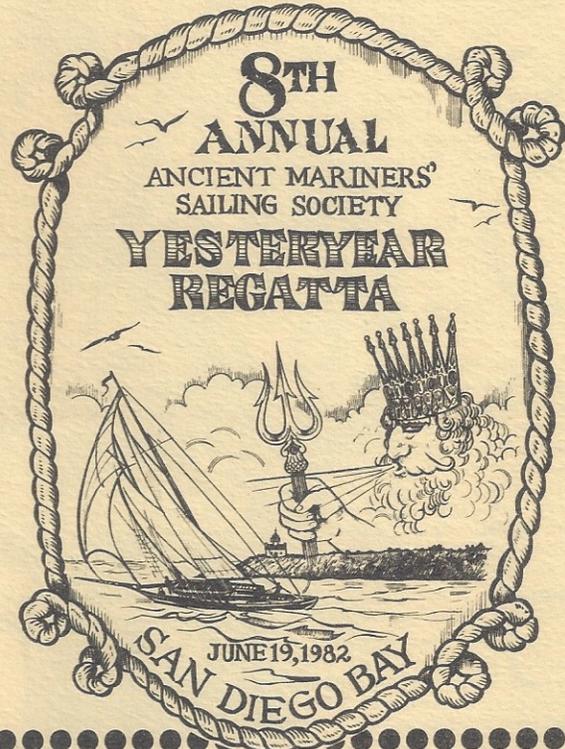
And now for the revelation for which we all have been waiting:

$$P_L = \frac{1}{2} \frac{W_w V^3}{g} a_1 C_{DLA}$$

and

$$P_R = \frac{1}{2} \frac{W_w V^3}{g} a_1 C_{DO} \left( \frac{\pi d}{p} \right) A$$

From this it is clear (they say) that for a normal propeller if the pitch to diameter ratio is greater than .6, there is less drag if the propeller is allowed to rotate, and if the pitch to diameter ratio is less than .6, you are better off to hold it still. This may explain why examples used to prove opposing theories are valid.



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 \_\_\_\_\_

## THE 1982 APRIL FOOL'S REGATTA

The Fool's Regatta turned out to be a well-attended event with boats of every description vying for top honors and top foolishness status. Casual interviews with some participants have revealed some very interesting yachting "skills". The selection of the coveted "Most Foolish Boat" trophy was very difficult, to say the least. Come to the May general meeting for the announcement of the winner, trophy presentation and much further discussion.

The Saturday race to Mission Bay started on time with the classic cruisers and classic racers zipping along in a crisp 10 knot breeze under sparkling skies.

Last year Whisper went all out in her attempt to capture the winning trophy by racing to the finish flying the world's largest pennant, which most people would utilize as a spinnaker. This year, in order to assure a strong showing, Whisper ran hard aground just past Ballast Point and left her spinnaker up, in an apparent effort to drive up and over the beach. Robin also hung right in there by trying to force her port tack rights on a starboard tack yacht, which was having no part of her ploy and boarded Robin bow-first into Robin's cockpit. Fortunately minor damage was wrought and injuries to crew kept to a minimum.

During the rest of Saturday, once anchored at Mariner's Cove, the entire raft-up participated in one of the grander displays of idiocy as we slipped silently across Mariner's Cove en masse draggin Robin's anchor merrily across the bottom. The three boat raft-up directly behind us came perilously close to eye bulging mass coronaries as we closed in on them. Our Commodore attempted to stop the movement of the raft-up by bravely (foolishly?!) placing himself between a wind-vane and the other guys. Further more, during the anchor dragging incident Whisper lost a bow-line from her Sampson post and the raft-up split apart, ripping up Salud's coaming and winch pad. BOY, THINGS WERE REALLY ROLLING NOW!!! Amazingly we mowed over no one and after cranking up some engines and moving forward to place several more anchors, we were safe on the hook again.

Saturday night the foolishness was adjourned to Paul Plotts' "Billy Bones" pub where almost all participants joined in a disgusting display of over-indulgence, both in eats and drinks. For the very hardy there was dancing later on. Paul's generous offer to donate \$1.00 for every Fools Regatta entrant, family member, crew and groupie netted AMSS an astounding \$100 for the kitty. (Nice work Trudy!). A big THANK YOU PAUL for supporting AMSS and for such a wonderful evening at "Billy Bones."

Sunday looked like it could be a less wonderful day, as dawn brought brief showers and cloudy skies. But the sun won and we had a glorious sail back to San Diego Bay, even if we did it in two shifts instead of one.

In line with this, an honorable mention goes to Dal and the Race Committee...the last to be informed about the delayed starting time and silly enough to hang around, seasick and all, wondering just what in hell was going on. Some folks bought the delay and some didn't. Those that suspected foul play went ahead and started on time, leaving the remainder to start a half-hour late...the delay was for Sea Witch, who never did show for the start.

Notes of interest on the way down: Tomahawk and Salud participated in a little one on one to the #1 buoy, since Salud would only be able to sail on one tack due to her torn coaming and winch pad. Varya and Searcher battled to the bitter end. Searcher squeaked by at the end. Robin, Pacifica and Whisper (second shift boats) also battled, but Pacifica held the lead gloriously and looked like a picture on her way down the point. Robin suffered from crew inefficiencies and blew her only possible chance attempting to raise the Genoa while the sheets were tightly wrapped around the lifeline. Whisper held tight and finished behind Robin.

We all had a great weekend with good food and entertainment and most importantly the amazing comraderie that comes from belonging to a good group of sailing FOOLS.

One last note: Our Commodore never did hear from anyone on their finishing times. So I guess it was a good thing we weren't keeping score!

Robin Reynolds

