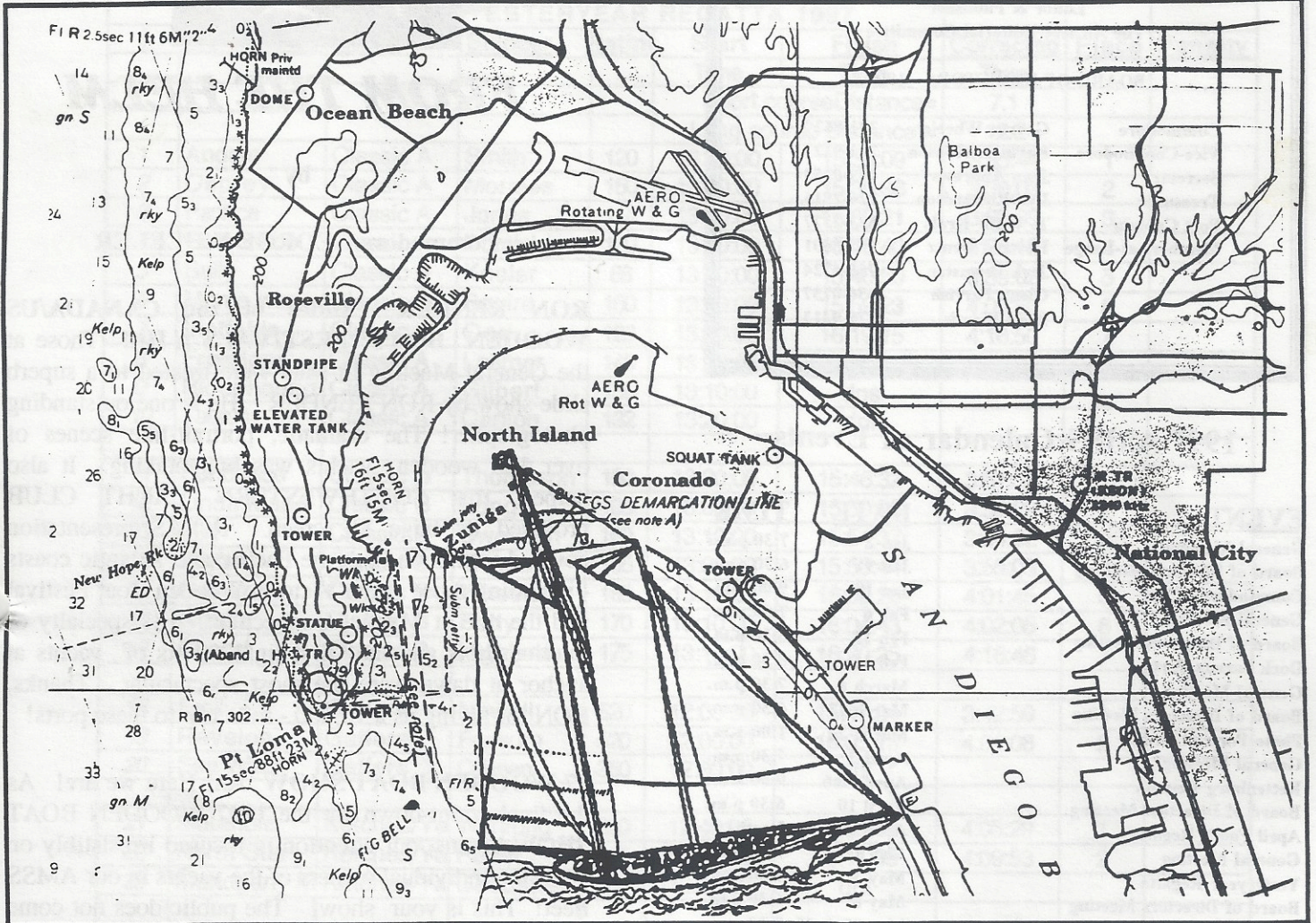


ALBATROSS

Volume 23, Number 6

Newsletter of the Ancient Mariners Sailing Society

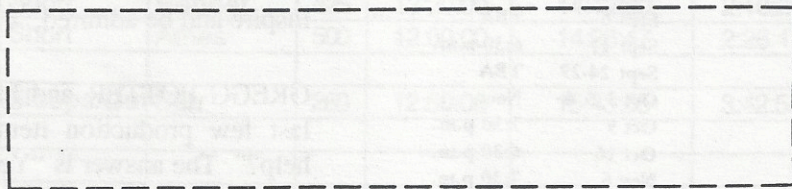
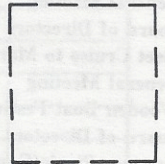
JUNE/JULY 1997



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



The Albatross is the official publication
of the

ANCIENT MARINERS SAILING SOCIETY

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Southwestern Yacht Club, 2702 Qualtrough St., San Diego

Editor & Publisher

The Ad Hoc Editorial Committee

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FROM THE HELM

by

Commodore **GEORGE WHEELER**

1997 AMSS Calendar of Events

<u>EVENT</u>	<u>DATE</u>	<u>TIME</u>
General Meeting	Jan 2	7:30 p.m.
Board of Directors Meeting	Jan 9	6:30 p.m.
Commodore's Cup	Jan 18	9:00 a.m.
General Meeting	Feb 6	7:30 p.m.
Board of Directors Meeting	Feb 13	6:30 p.m.
Dock Survey Party	Feb 15	8:30 a.m.
General Meeting	March 6	7:30 p.m.
Board of Directors Meeting	March 13	6:30 p.m.
Photo Portrait Cruise	March 22	1:00 a.m.
General Meeting	April 3	7:30 a.m.
Kettenburg Regatta	April 5&6	9:00 a.m.
Board of Directors Meeting	April 10	6:30 p.m.
April Fool's Regatta	April 12	Noon
General Meeting	May 1	7:30 p.m.
Yesteryear Regatta	May 3	9:00 p.m.
Board of Directors Meeting	May 8	6:30 p.m.
Luders Invitational Race	May 10 & 11	8:30 a.m.
General Meeting	June 5	7:30 p.m.
Board of Directors Meeting	June 12	6:30 p.m.
Fleet Cruise to Mariners Basin	June 14 & 15	8:30 a.m.
General Meeting	July 10	7:30 p.m.
Wooden Boat Festival	July 12 & 13	9:00 a.m.
Board of Directors Meeting	July 17	6:30 p.m.
Summer Picnic (Gen'l Meeting)	Aug 7	6:30 p.m.
Board of Directors Meeting	Aug 14	6:30 p.m.
South Bay Cruise	TBA	TBA
General Meeting	Sept 4	7:30 p.m.
Petticoat Race	Sept 6	TBA
Board of Directors Meeting	Sept 11	6:30 p.m.
Dana Cup & Cruise	Sept 24-29	TBA
Little Ensenada (AMSS Class)	Oct 3 & 4	Noon
General Meeting (Nominations)	Oct 9	7:30 p.m.
Board of Directors Meeting	Oct 16	6:30 p.m.
General Meeting	Nov 6	7:30 p.m.
Commodore's Ball	Nov 15	6:00 p.m.
General Meeting (Election)	Dec 3	7:30 p.m.
Half Pint Rum Race	Dec 6	9:00 a.m.
Board of Directors (Turnover) Meeting.	Dec 11	6:30 p.m.
New Year's Raft Up	Dec 31	4:00 p.m.

RON RENDER'S slides of the CANADA/US WOODEN BOAT FESTIVALS a Hit! Those at the General Meeting in May were treated to a superb slide show by RON RENDER. He is one outstanding photographer! The dramatic, portrait-like scenes of over 120 wooden yachts was breathtaking. It also helped, that SOUTHWESTERN YACHT CLUB provided its huge 8' screen. RON'S presentation covered yachts on both the Pacific and Atlantic coasts - including those at the Victoria Wooden Boat Festival and the one at Mystic, Connecticut. His specialty of interior shots and the "first light" shots of yachts at anchor at dawn were the most spectacular. Thanks, RON for giving us a 10,000 - mile trip to these ports!

97 WOODEN BOAT SHOW Ah! Here we are! As the final count-down for the 1997 WOODEN BOAT SHOW begins, our attention is focused irresistibly on you - the individual owners of the yachts in our AMSS fleet! This is your show! The public does not come to see a classic boat organization; they come to see the boats -- the craftsmanship, the classic designs, and all the related items that add to their lore. They may come because they're thinking of buying one; or perhaps they've become interested from reading *Wooden Boat* -- or they just love to look and dream. For the owners, it means extra work and time but its worth it. Treasures are not owned to be hidden but to inspire and be admired.

GREGG POTTER and his team are working out the last few production items. You may ask, "Can I help?" The answer is "Yes!" Also, two additional 30' docks have been made available -- which should provide space for all need it and give each yacht better dockside accommodation. To enter your yacht or help with the show, Contact GREGG at (619) 264-1024.

RACE RESULTS

of the

1997 YESTERYEAR REGATTA

May 3, 1997

YESTERYEAR REGATTA 1997									
#	Boat Name	Class	Skipper	Rating	Start Time	Finish Time	Corrected Time	Place	Penalty
						Short course Distance =	7.1		
						Long course Distance =	12.2		
1	Andale	Classic A	Smith	120	13:20:00	15:38:09	3:35:44	1	
2	Osprey	Classic A	Morales	150	13:10:00	15:36:36	3:38:03	2	
3	Pacifica	Classic A	Jones	114	13:20:00	15:39:21	3:38:09	3	
4	Comanche	Classic A	Dominici	120	13:20:00	15:40:40	3:38:15	4	
5	Sally	Classic A	Koeler	68	13:30:00	15:40:50	3:39:02	5	
6	Man o war	Classic A	Squire	150	13:10:00	15:59:23	4:00:50	6	
7	Ineffable	Classic A	Cox	120	13:20:00	16:19:15	4:16:50	7	
8	Freedom	Classic A	Latimer	145	13:10:00	dnf			
9	Bloodhound	Classic A	Gilbert	155	13:10:00	dns			
10	Taurus	Classic A	Carlton	132	13:20:00	dnf			
11	Sundance	Classic B	Thompson	180	13:00:00	15:46:32	3:51:52	1	
12	Linda Marie	Classic B	Long	195	13:00:00	15:50:06	3:52:22	2	
13	Flirt	Classic B	Swenson	160	13:10:00	15:54:37	3:54:02	3	
14	Skylark	Classic B	Thomas	185	13:00:00	15:50:44	3:55:03	4	
15	Reward	Classic B	Wheeler	160	13:10:00	16:02:20	4:01:45	5	
16	Nordia	Classic B	Petty	170	13:10:00	16:04:43	4:02:05	6	
17	Rascal	Classic B	Highland	175	13:10:00	16:20:25	4:16:46	7	
18	Emily L	Gaffers	Newell	520	12:00:00	15:47:04	3:42:59	1	
19	Revelee	Gaffers	Fossum	520	12:00:00	16:05:13	4:01:08	2	
20	Sea Witch	Gaffers	Cabeen	360	12:30:00	dnf			
21	Metanoia	Ketches/Ya	Wehrung	320	12:40:00	16:08:44	4:05:29	1	
22	North Star	Ketches/Ya	Potter	310	12:40:00	16:11:05	4:09:53	2	
23	Mahogany M	Ketches/Ya	Caouette	400	12:20:00	dnf			
24	El Aire	Luders	Callow	205	13:00:00	15:57:51	3:58:05	1	
25	Jalapeno	Luders	Harris	205	13:00:00	16:01:18	4:01:32	2	
26	The Heat	Luders	Duff	205	13:00:00	16:07:06	4:07:20	3	
27	Evening Star	Schooners	McGee	550	12:00:00	15:19:37	3:09:25	1	
28	Samarang	Schooners	Minney	190	13:00:00	15:54:22	3:57:39	2	
1	Lady Hawke	Short	Kohls	400	12:20:00	14:17:14	2:09:04	1	
1	Loafer	Short	Render	425	12:20:00	14:12:50	2:16:23	2	0:14:40
2	Gatito	Short	Ames	500	12:00:00	14:26:47	2:26:47	3	
3	Bout	Sloops/Cut	Barr	260	12:50:00	15:43:55	3:42:55	1	
	First to finish - Evening Star								
	First to finish corrected - Evening Star								
	First Herreschoff - Metanoia								
	Last to Finish - Rascal								

55 FT. "ADELPHI" OLDEST & BEST CLASSIC CUTTER ON THE PACIFIC COAST!!

Certainly it is true that every age of maritime history has important and exciting events and 1908 was no exception. Here are a few of them.

-Captain WILLIAM MATSON (1849-1917), sent his first MATSON LINE ship out of San Francisco into its Pacific trade. Soon his ships swept the South Pacific, eclipsed the foundering Pacific Mail and went on to be a major firm in world trade for 60 years.

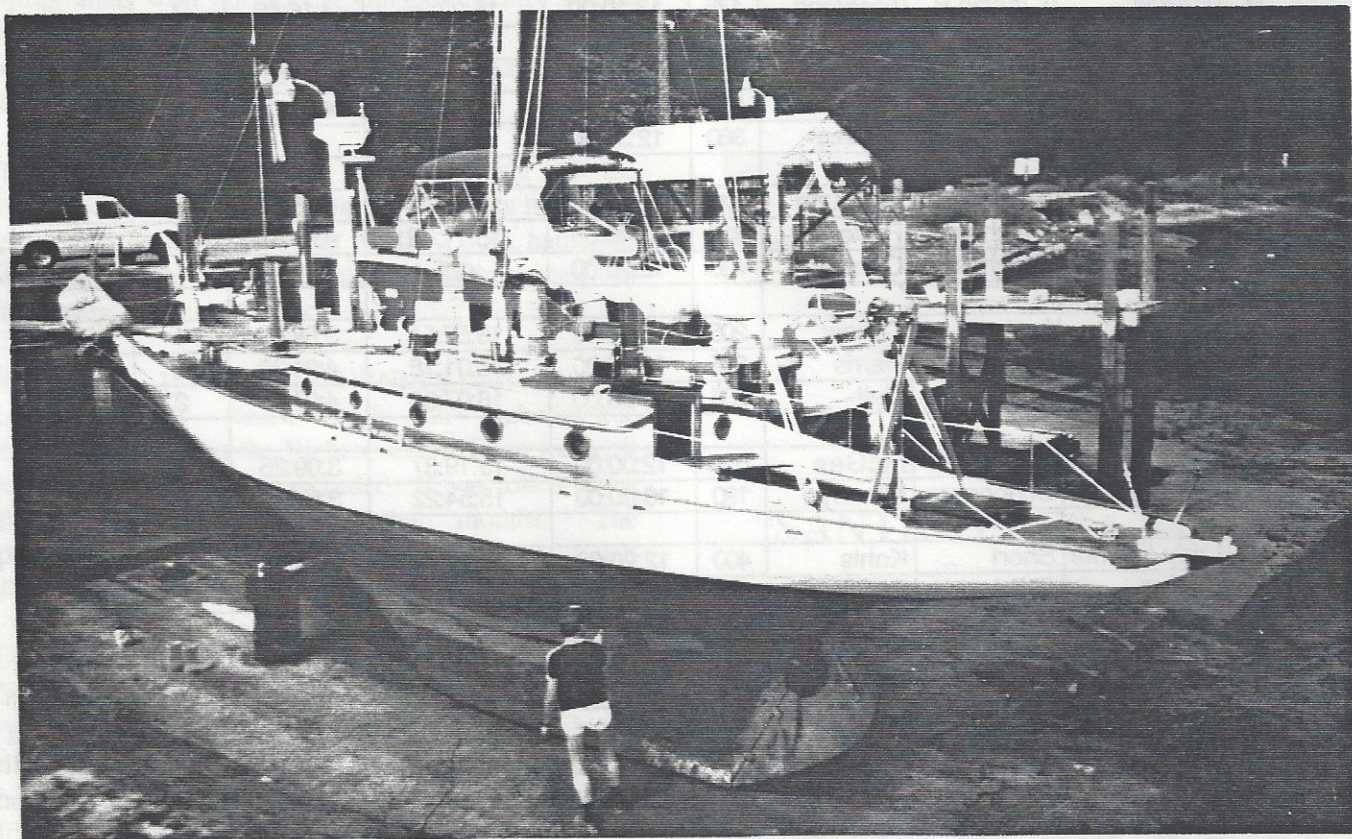
-On April 13th the U.S. Navy's "Great White Fleet" of sixteen warships under RADM ROBLEY D. (Fighting Bob) EVANS visited San Diego as part of its epic world cruise.

-In London at the Olympic Games, Great Britain took every gold medal in the yacht races. Sadly, the Americans did not even place.

-However, on August 3rd, at Huntington Bay, Long Island, defending U. S. Champion - DIXIE II won the British International Motorboat Cup race.

-And in Brooklyn, New York, (for the benefit of the yachting world) lines were drawn for a classic yacht that was to enjoy a long and distinguished life. Her name would be ADELPHI. She came from the desk as a 55' schooner - created by world-famous naval architect EDSON SCHOCK as an uncompromised work. NOTE: In those days, most of the great naval architects lived on the East Coast. After World War I, EDSON SCHOCK moved out to Wilmington and was actively engaged in yacht designs until the mid-1930s. Today, his tradition is carried on by his great-grandsons with the SCHOCK 35s - in Costa Mesa.

In 1911, ADELPHI was built and launched in Vancouver, B.C. and registered as a Canadian yacht by its owner. Her length was 55' overall with 48' on deck and 34' at the waterline. Her beam was 12' with a 7' draft. Her frame included a Douglas fir keel and steam-bent white oak 2" ribs on 8" centers. She was



first place in the Yesteryear Regatta.

It is a matter of pride among Ancient Mariners and those who love classic yachts, that ADELPHI is not only a winner but the senior member of AMSS and is also the oldest and reportedly the best maintained classic cutter on the West Coast. One can only look forward in enthusiastic anticipation 12 years hence, when she will be able to celebrate her 100th birthday in 2011!

In the meantime, CHRIS and KRISTA are looking for new owners - as they realize they need greater space than even the commodious 55' ADELPHI can offer.

We in Ancient Mariners hope new owners will come from our ranks -- or at least join us so that we can have the honor of enjoying her also as a senior member. Certainly, there is little doubt that ADELPHI'S story of consistent, meticulous care, relatively few changes in ownership, never having been in an at-sea accident and fulfilling all one could desire as a deep-water ocean racer and cruiser, offers every prospect for her continued life on the Pacific Coast. Who knows, but with continued good fortune, she may sail entirely through the next century, as well, in the hands of happy owners yet unborn. GPW

Seeking New Owners for ADELPHI

What a classic wooden yacht! Built in 1911, she is 55' LOA, 48' LOD, 34' LWL, 17 Net Tons Disp.,; Doc # 222146. Believed to be the oldest E.B. Schock design on the West Coast; Great history including overall winner 1917 Victoria to Maui and 1996 Yesteryear Regatta. 80% rebuilt 1978-79. A joy to sail for two or more. In very fine condition. The need for two more liveboard space means all reasonable offers will be considered. Please contact KRISTA or CHRIS CAMPION (619) 267-6354 days; (619) 435-3643 nights or E-mail: SNEEFANG@aol.com.

LUDERS 16 INVITATIONAL BOFFO 1ST TIME EVENT!!

The Association of Luders Owners reports that their first annual Luders 16 Invitational was a complete success. Three races were sailed on Saturday, 10 May under beautiful sailing conditions on San Diego Bay.

At the conclusion of the last race an awards presentation was held at Eichenlaub's yard on Shelter Island. This was followed by a barbecue and party. The winners for the day were as follows:

<u>OWNER</u>	<u>YACHT</u>	<u>PLACE</u>
Julia Morris	FEATHER	1st
Lindy Rae	WHISPER	2nd
Janet Callow	EL AIRE	3rd

Ancient Mariners congratulates JANET CALLOW and all its other fine Luders owners for their leadership and participation in this inaugural event. Also, Janet and her friends in the Luders 16 fleet extend a special thanks to CARL and JEAN EICHENLAUB for hosting the event, for bringing out the good yacht CADENZA and the little tug SAMPSON for our starting line and for covering our race committee positions.

All who attended agree that lit was a first rate event. JANET CALLOW was delighted with all the enthusiasm and teamwork. She says, "See you all next year!"

AMSS COMMITTEE LEADERS

Membership	Glenn Parrish	656-0737
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	222-0865
Cruising	(unassigned)	
Program Director	Ron Strathman	283-1600
Trophies	Gregg Potter	264-1024
History	Ed Barr	224-7255
Marketing	(unassigned)	
By-Laws	Kevin Thompson	222-9123
Database	Bill Buel	426-3445
Merchandise Sales	T. Walle Krals	523-2377
Directory	Jean Andrews	489-0253
Yestyear Regatta	Rod Latimer/Diana Watson	287-9066
Wood Boat Festival	Gregg Potter	264-1024

THE BOSUN'S LOCKER

by
GREGG POTTER

If you own a wooden boat long enough it will be only a matter of time until you have to consider repairing part of its structural framework. This can involve the keel, stem, hull frames, stringers, deck beams, sheer clamps, shelves, knees, carlins or thwarts. These parts of your boat vary widely in size, shape and position, but have many problems and repair techniques in common.

For the moment, let's talk about frames. They are most likely to be damaged by either "impact" or "dry" rot. NOTE: For detailed information about "impact" repairs, talk to either BILL BUELL or ROD LATIMER.

Under impact, frames often break in multiples. If you find a cracked frame, look at the frames on either side of it. Hull frames often break at stringer edges, the turn of the bilge and at the reverse turn. Examine the outside of the hull for a knuckle or unfair spot in the planking in the area where the frames are damaged. If you find planks that are out of position, temporarily force the affected planks and frames back using whatever means are available. You may use bracing and shims on the outside of the hull and/or rope and tackle on the inside. Putting an eye screw in the plank will give you something to hold on to. The frame repair can begin once the shape of the hull is restored. The structural strength of the frame can be restored by replacing the entire frame, or at least part of it or by sistering. In any case, the repair is made the same way.

The frame can be cut from solid stock or steam bent if you plan to restore the boat. If you do steam bend a frame be sure to allow the piece to dry before installing it in the boat. (For small pieces you may want to try a heat bend. Use an industrial strength heat gun and a fixture). While the purest are building the steam trunk the rest of us will be building laminated frames. laminated frames have many advantaged over steam bent frames, both structurally and in the ease of fabrication. Whole and partial frames are made of multiple thin layers of wood to duplicate the strength and dimension of the damaged frame. There are no limitations to the

size of frame that can be laminated. The new frame can be laminated in a simple jig made from a pattern or, in some cases, directly in place in the hull.

Keep in mind the following when selection wood for laminating frames:

1. Chose wood strips that are of the same or similar species of wood as the original frame.
2. Use wood strips thin enough to bend easily into the shape of the original frame. When fewer thicker strips are used for a given thickness of frame, more stress is induced resulting in less strength and more springback in the curved frame. Using more, thinner strips results in curved frame with greater strength and less springback. It also requires more labor and materials.
3. Use full-length strips. Make the strips longer than the finished frame to allow for trimming.
4. The new frame width should be the same as the original frame. Strips can be cut wider to allow for trimming and finishing after the frame is laid up.
5. Select wood strips that are seasoned. Otherwise it may twist and turn on you when it does dry. Ideal moisture content is below 19 percent. How do you know that? Buy 'branded' lumber. What you looking for is the 'S-DRY' in the manufacturers mark, that means the board has been cured to 19% or less moisture content. Two or three weeks in the attic in the summer will bring it down even more.

For Sale!!

K-38, #5 "NEPENTHE"

Only \$20,000 for one of the prettiest and beautifully restored yachts in the Kettenburg Fleet! Exhibit with pride & sail anywhere. Now at Marina Dell Rey. Owner-ROGER COSGROVE bought 50' yacht. Call (909) 307-2688,ex.222

planked with 1 3/4" Alaskan cedar planks. She carried 1,100 square feet of working sails, an 11,000 pound iron keel and displaced 33,000 pounds. Data on her first engine is unknown but she used a Gray Marine ---

She soon proved to be one of the fastest yachts in the northwest. In 1917, she won the Victoria to Maui race. The only thing that marred her glory was her return trip to Victoria. After the race, her crew mutinied and refused to help sail her back. The owner found it almost impossible to raise a crew and so, with trophy in hand, he had ADELPHI ignominiously shipped back home on a steam ship. Still, yachtsmen in the northwest were proud of ADELPHI - as was her owner who kept her at Vancouver. For years, a huge framed picture showing her crossing the finish line at Maui hung in the clubhouse of the Royal Victorian Yacht Squadron.

In 1922, she came under U.S. registry when her new owner moved her to Seattle.

Her good fortune continued when, in the mid-1940s, she was purchased by legendary yachtsman - CHARLIE UDALL who moved her first to Seattle and then the Tacoma Yacht Club. CHARLIE was also a character. He had a peg leg and loved to tell people that the reason he bought ADELPHI was that she had an athwartship's head which made it possible for him to sit comfortably "on the throne" with his wooden leg out in the passageway.

CHARLIE owned ADELPHI for nearly 40 years - during which time he won many trophies at major regattas in the Puget Sound area. He kept her at the Tacoma Yacht Club - berthed next to the famous schooner RED JACKET. Together, they were considered the creme-de-la-creme of all sailing yachts in the area.

Now, it is true, that even the most elegant, patrician yacht can have an embarrassing experience and -- it happened to ADELPHI in the early 1950s. It was the evening of the annual Commodore's Ball at Tacoma Yacht Club. There they were -- the ladies in their best evening wear, the gents in coat and ties, distinguished guests -- all engaged in cheerful conversation to the beautiful background music of a full orchestra. Outside, the tide was ebbing - and it was a big one at about 14'. CHARLIE UDALL was also there. He had tied ADELPHI up at dock alongside the clubhouse and apparently had not paid attention to the tide. Under ADELPHI about 10 feet down was a huge concrete

careening slab. As the tide fell, she gently rested her keel on the slab but then she took a heel toward the clubhouse and the mast fell on and then through the roof of the ballroom. It upstaged the orchestra, ceremonies and -- everything else. CHARLIE took a lot of good-natured ribbing for years afterwards as he was reminded of the night ADELPHI "crashed the party."

Finally, in 1978, ADELPHI was sold to a partnership consisting of a professor at the University of the Pacific and a general contractor. Again, it proved to be a good transfer of ownership for the now 67-year old yacht. Frankly, the professor's interest was more as a silent partner who could enjoy ADELPHI as a passenger/owner. DOUG WHITE, the contractor, however was a man of vision and skill. He undertook a complete restoration of ADELPHI. He hired top shipwrights from Canada and the northwest. The job lasted two years and was done in an abandoned cannery - out of the weather - where there was plenty of space. The work included the following:

- The rig was changed from schooner to cutter (so that two people could sail/cruise her easily) with all new standing and running rigging.
- Over 70% of her ribs were sistered
- She was completely replanked with new Alaskan cedar and galve fasteners
- All superstructure cabin wood and hatches were renewed.
- An 80-year old master caulker carefully resealed all seams.
- The entire hull and spars were repainted or varnished inside and out.
- New sails were installed as well as upgraded equipment.

Late in 1979, ADELPHI slid back into the water - recommissioned 69 years young -- in pristine condition as good as new. The yachting world was delighted as she resumed her participation in racing and cruising the waters of the northwest.

Then, in 1981, tragedy struck -- not ADELPHI herself but the partnership! DOUG WHITE, the contractor, who not only supervised the restoration also did the maintenance and sailing, committed suicide. The other partner lost interest in even going aboard her and for four years, she remained in her berth -- owned but not visited. Upkeep stopped and neglect took over.

Then, in the fall of 1985, a young businessman and avid sailor - CHRIS CAMPION who was living in Tacoma, was looking for a classic sailing yacht to live aboard. He had hired a well known 75-year old marine surveyor - JACK EVANS to go with him up to Lake Union in Seattle to inspect a Seaborne Yawl. An out-of-water inspection was attempted but the slings on the hoist kept slipping and CHRIS called it off -- settling for an in-water inspection.

In early 1986, while CHRIS was waiting for the survey on the yawl, JACK mentioned that there was a classic cutter (ADELPHI) just three slips down from him at Tacoma Yacht Club. She was a cosmetic mess, but was believed to be very sound. She had been for sale for a couple years but even that effort had been neglected with no vigorous advertising.

CHRIS made an offer subject to a survey and test sail. She looked awful but only on the surface. Underneath and overall, JACK EVANS found her to be in outstanding condition. The only serious deficiency was her 50-year old Gray Marine flat head, six-cylinder engine - which was cantankerous in the extreme. On the test sail, CHRIS sensed how much the surviving partner had relied on DOUG when he tried to hank on the jib upside down. While attempting to return from the test sail, the old engine died completely and CHRIS himself had to sail ADELPHI back to dock without power.

CHRIS, however, was delighted, when the deal went through and he moved aboard in July of 1986. Immediately ADELPHI came to life - with busy work topside as CHRIS brought her paint and brightwork back in shape. He also formed his own partnership when he met KRISTA that summer. They were married and ADELPHI was their home afloat.

In 1987, his company moved CHRIS to San Diego. For the year, the CAMPIONS left ADELPHI in Tacoma - content to at least sail and enjoy her during the vacation period.

In September of 1988, CHRIS decided to bring ADELPHI to San Diego. The effort would prove to be adventurous, to say the least. He hired a crew of four and flew them to Tacoma. After due preparations, ADELPHI departed Tacoma Yacht Club after over forty years there and headed for San Diego. CHRIS cruised her out the Straits of Juan de Fuca to the broad Pacific and then south. All was going well in light airs until the old Grey Marine engine quit about 40 miles

northwest of the Columbia River. Now what? Fortunately, the U.S. Coast Guard was conducting rescue training and when contacted, came out and towed ADELPHI in free of charge to the Cape Disappointment USCG Station. The name said it!

From there ADELPHI was taken to Ilwaco, Washington where the engine was replaced with a Perkins diesel. The work went well but the delay in time made it necessary to leave ADELPHI there until the next vacation period in September of 1989.

CHRIS, with a new crew from Washington finally got ADELPHI underway from Ilwaco in late September -- just in time to encounter the first major winter storm in those latitudes. For 24 hours ADELPHI was hove-to in force 8 winds and 25' seas. She proved her seaworthiness but half the crew became very sick so CHRIS reluctantly took ADELPHI back to Ilwaco. Within minutes, the two sick crew members mutinied - never to be seen again.

The storm subsided and with only himself and the two remaining crew members, CHRIS got ADELPHI to sea the next day under beautiful weather conditions. With 25 knots of wind off the starboard quarter - day and night and 18' rollers out of the northwest, ADELPHI sailed with the easy motion of a true deep-water yacht. In fact, she almost surfed down the entire coast of Oregon under reefed mainsail in 48 hours.

On the fifth day, she reached San Francisco. CHRIS sent the crew north and picked up one that had come up from San Diego. The transit south from San Francisco was done under full canvas in steady 12 to 18 knots of wind astern. Since fog limited visibility as far south as Point Conception, CHRIS kept ADELPHI roughly 50 miles to seaward at night and then 10 miles offshore during the day. With winds astern, CHRIS tacked ADELPHI downwind. Four days out of San Francisco, they pulled alongside the fuel pier at the isthmus on Catalina Island at 0400 and got permission from the harbor patrol to remain there until it opened at 0700. By 0730, ADELPHI was refueled and got underway in very light airs. She motorsailed the final leg to San Diego - arriving under the lee of Point Loma at 2130 and finally, to her new slip at Coronado Yacht Club.

In 1989, ADELPHI joined the AMSS fleet. For the past seven years, she has been meticulously maintained, has served as a classic yacht home for CHRIS and KRISTA and as recently as 1996, won

ANCIENT MARINERS TO CONSIDER SPONSORING SAN DIEGO SEA SCOUTS!!

Senior Staff Commodore DOUGLAS SMITH has recommended that Ancient Mariners Sailing Society consider sponsoring the San Diego Sea Scouts. A number of our members believe it is well worth considering. Yacht clubs do fine work with their junior sailing programs within their own membership but SEA SCOUTS offers a "berth" to area-wide constituency of young people.

At the June General Meeting, DOUG gave a short talk in the concept. He explained that it would not only help invigorate the SEA SCOUTS but give AMSS a highly visible role with a tremendous opportunity to introduce young sailors in the fascinating world of classic yachts. Members are invited to pass their views, ideas and recommendations to the Board of Directors.

AMSS CREW LIST

The current AMSS Crew List consists of members who are available for both official AMSS events and independent sailings. If you wish your name added to this list, please contact Board Member JACK FEEMSTER at (619) 606-6635.

ED BARR	224-7255
30 years experience	Racing
WANDA FAUST	523-2377
	Racing
JACK FEEMSTER	606-6635
25 years experience	Racing/Day Sailing
T. WALLE KRALS	523-2377
	Racing or "Whatever"
GREGG POTTER	264-1024
	Day Sailing /Cruising
RON STRATHMAN	283-1600
25 years experience	Racing

Other Organizaion's Events

SWYC Oceanside - Ensenada Race.....	Memorail Day Weekend
Master Mariners Regatta	May 24
WHYC Eric Ericson Island Race	May 31
Heritage Regatta (BalboaYC/Newport Naut. Museum..	6&7 June
WHYC Catalina Cruise (Tentative)	July 12 & 13
McNish Classic Yacht Race (Channel Islands Harbor)	Aug 2
WHYC Clark Sweet Cruise	Aug 9 & 10
SDYC Bishop Rock Race	Aug
Nautical Heritage Soc. Long Beach Schooner Race	Aug
WHYC Dana Point Races.....	Sept 27 & 28
SWYC Ensenada Race	Oct 4

VACANCY TO BE FILLED ON THE AMSS BOARD AT JULY GENERAL MEETING!

Member-at-Large HOWARD DENTZ, who with his dear wife, CAROL own K-38 "SHADOWFAX", has tendered his resignation from the Board of Directors with regrets. We're sorry to lose JACK. He's a great ocean sailor who has sailed classic yachts in and out of the major ports of California - including - Berkeley Yacht Club, Marina Del Rey, Oceanside and San Diego.

The pertinent section of the by-laws (ARTICLE VIII, Section 4) states that vacancies of this type are "filled at the next regular meeting in the same manner as provided in the Annual Elections of Directors, except a secret ballot will be taken at this meeting to select the new Directors from those nominated to fill the unexpired term of vacancy."

The election to fill the unexpired term now vacant will take place at the next AMSS General Meeting on Thursday, July 10 at the Southwestern Yacht Club.

FOR SALE

K-38 No. 9 "SHADOWFAX" Call HOWARD DENTZ for price and more details at (619) 967-8601.

EARTHQUAKES POSE THE GREATEST DANGER TO CAL. PORTS & HARBORS!!

Since World War II, local, state and federal governments have greatly increased the efforts to protect the public against life's countless dangers. In some cases, however, there seems to be perils that defy any real guarantee of protection.

We call them "natural disasters." These include volcanoes, hurricanes, tornadoes, floods, fire and -- especially -- earthquakes. Certainly, among them all, earthquakes have proven to be the most difficult to predict or control. They seem to have a sinister ability to strike with little warning and in crushing disregard for the defenses of Modern technology.

ANCIENT MARINERS, who know their history can remind sailors and landsmen alike that the sea itself can be affected by earthquakes and can strike without warning and with staggering intensity. Fortunately, in most generations, King Neptune allows us along the Southern California Coast to enjoy our ports and sailing areas with fair winds. Only the winter storms disturb our tranquillity and these are generally predicable and, with due precaution, damage can be kept to a minimum.

This is not so with the dreaded power of the earthquake. The one that hit in 1812 proves it. It also serves as a grim warning that hardly a port, harbor or anchorage south of Point Conception is immune from the danger. Here are the facts.

December 21, 1812 -- CALIFORNIA'S LARGEST EARTHQUAKE struck with an unbelievable magnitude of 8.3 on the Richter scale! Even today, it stands as the largest ever recorded. It was followed by aftershocks for four and one half months. The epicenter was believed to be a submarine fault just offshore - near SANTA BARBARA and LOMPOC.

It generated the largest tsunamis ever recorded in California. On SANTA ROSA ISLAND, it opened up a great crack in the earth at CANADA LOBOS that is still there. First, the earthquake was felt as the ground shook with awesome violence. Then, on the shore along the coast, as if the ocean was being drained, the water receded about -1,500 feet - exposing ocean bottom with countless fish stranded. Then, in the most

fearful spectacle any eye could behold -- dark, windless, gigantic waves thundered ashore. They were spaced about 15 minutes apart with the third or fourth crests producing the most damage. The largest waves were estimated to be a staggering 35 feet above normal at SANTA BARBARA and 50 feet high at GOLETA. As they roared ashore, they tumbled buildings and ripped asunder and smashed all else in their path.

It nearly destroyed or severely damaged the missions - SANTA BARBARA, LA PURISMA CONCEPCION, SAN BUENAVENTURA and SAN JUAN CAPISTRANO.

When one considers the vast network of yachting and maritime activity along the shores of Southern California today, it is almost impossible to imagine the damage and loss of life the next earthquake of that size would wreak. GPW

Come, Here the Latest on --

"SAILS

for

CLASSIC YACHTS"

AMSS General Meeting, July 10, 7:30 p.m.

For Sale!!

22' Bermuda Sloop

"SANTA TERESA de AVILA"

Formerly owned by 1995 Commodore PETER BENTON - "Avila" is now offered for only \$500 plus yard fees by current owner - JOE LONG. She is the British "pocket cruiser" PETER brought to the United States about eight years ago. She has 5 sails plus considerable equipment. Presently, "Avila" is in out of the water at DRISCOLL'S YARD WEST (The old KETTENBURG yard. She needs someone to complete wood repair on the mahogany hull and in the transom. For more information, call (714) 587-7761.

"RULES OF THE ROAD" in SEA POETRY

There was a time when sailors learned the Rules of the Road by word-of-mouth. Of course, the rules were also written down but that wasn't always helpful in an age when many sailors could not read. Besides, old salts found it very practical to learn much of their craft through the use of rhymes and mottoes.

The method used was "rote memory" with the rules set down in metered rhyme. I happened to learn them from old navy sailors but the merchant marine used the system as well. Here are some examples. You may even wish to try a little memory work with them. I suspect you will be surprised at how easy they plant themselves in the mind.

DAY

Two close-hauled ships upon the sea,
To one safe rule must each agree;
The starboard tack must keep his luff,
The port -- bear off!

NIGHT

For green to green, or red to red--
Is perfect safety straight ahead!

When both side lights you see ahead
You port your helm and show your red.

If on your starboard red appear,
'Tis your duty to keep clear,
And this duty you must learn,
To "Ease 'er", "Stop 'er", "Fall astern!"

And when on your port there is seen
Another's starboard light of green,
There's not much for you to do,
For green to port stays clear of you.

AT ALL TIMES

When in safety and in doubt
Always keep a sharp lookout;
Strive to keep a level head,
Mind your lights and heave your lead!

Waterfront Scuttlebutt

STORAGE SPACE NEEDED AMSS needs dry storage space. One as small as 6'x6"x7' would work. It is needed for the storage of files, awards, memorabilia clothing, race flags & gear, etc. Pass any leads to Port Captain - WALLE KRALS at 523-2388.

Port Captain A T. WALLE KRALS has his 34'6" Ketch - "AMAZING GRACE" out at DRISCOLL'S WEST (Old Kettenburg Yard). He's busily working on the port bulwarks and caprail plus doing a lot of "bristol" work. She's a stout Pacific Ocean cruiser with several thousand leagues under her keel. WALLE should have her back in the water shortly. Meanwhile, he and WANDA have been giving some thought to finding a larger ocean cruiser. Next year WANDA will retire from teaching and they want to go on an extended cruise to the South Pacific. Hmm! I wonder if we could get them to think about opening up an AMSS satellite unit in "O TAHITI?"

JACK FEEMSTER got back into San Diego after two months in the northwest. He no sooner arrived, however and he got his beautiful K-40 sloop "MALOBI" underway for the Coronados. Glad, you're back, JACK!

ED BARR keeps finding more historical records in the AMSS archives at the San Diego Historical Society. Some of it is truly amazing. One record seems to indicate that the big change in the by-laws on the requirements for Flag Membership was apparently implemented by a Board of Directors that had less than a quorum present. He also confirms that a lot of material, including AMSS minutes for several years, plus old ALBATROSSES are missing. If any readers have any material from past years, (including old issues of the ALBATROSS) that reflect the activities of the society, please contact ED at 224-7255. He would like to copy it as appropriate.

The 1998 ELECTIONS will be the subject of discussion at the Board of Directors meeting in August. Members are cordially invited to indicate their desires about serving either as an officer on the Board of Directors or Chair of one of the committees. This will help the Nomination Committee when it is activated in September.

Ancient Mariners Sailing Society

&

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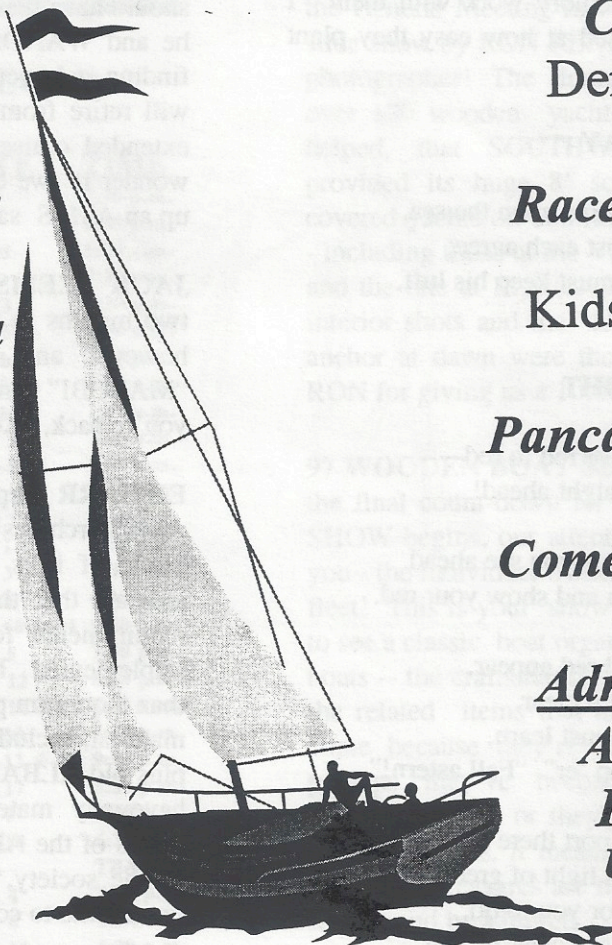
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