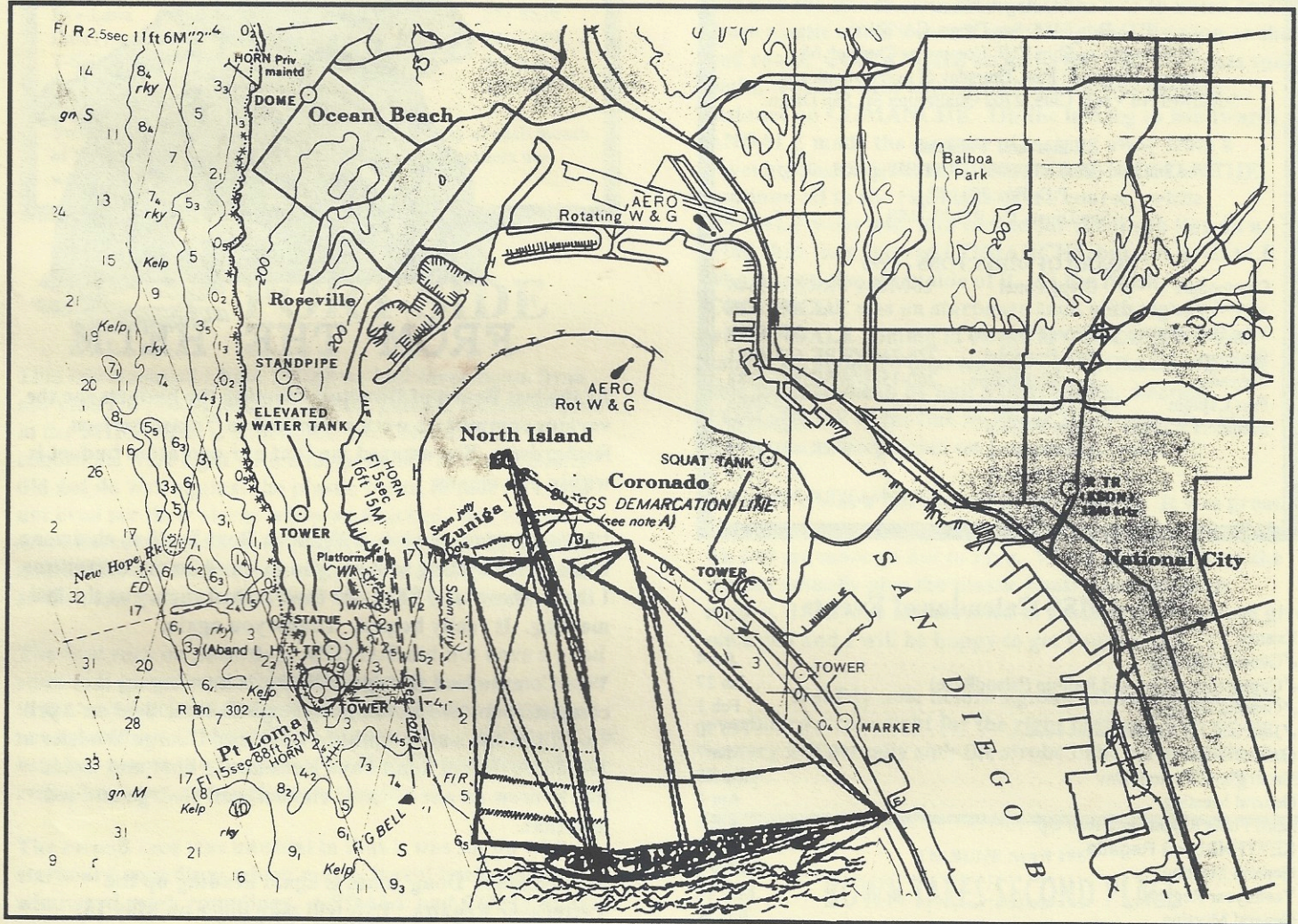


ALBATROSS

ANCIENT MARINERS SAILING SOCIETY

Volume 22, Number 3

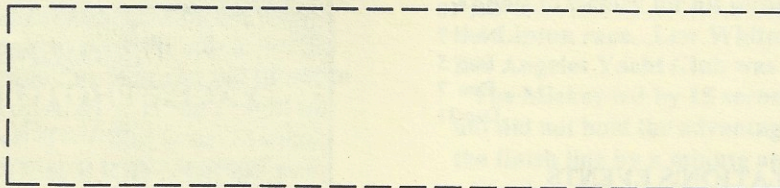
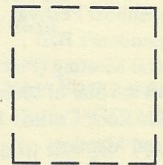
MARCH 1996



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



Albatross

The Albatross is the official publication of
the Ancient Mariners Sailing Society.

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General Meetings: First Thursday of every month at:
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BOARD OF DIRECTORS - 1996

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	Jim Sutter	WRK:481-0102
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1996 AMSS Calendar of Events

Events

✓General Meeting	Jan 4
✓Commodores Cup and Raft-up (IslandRace)	Jan 27
✓General Meeting	Feb 1
✓Jack and Jill Regatta	Feb 10
General Meeting	Mar 7
Yacht Photo Portrait Day	Mar 23
General Meeting	Apr 4
April Fools Regatta and Raft Up	Apr 6
KETTENBURG Regatta	Apr 13
General Meeting	May 2
Yesteryear Regatta	May 18
General Meeting	June 6
General Meeting	July 11
Woodenboat Festival	July 13/14
Commodore's Ball	TBA
General Meeting (Picnic)	Aug 1
Escort the Star of India (Finest City Week)	Aug 10
Gorilla Rock Cruise - Los Coronados	TBA
General Meeting	Sept 5
Labor Day Cruise	TBA
Petticoat Race	Sept 6
Iron Man Race	Sept 7
General Meeting (2nd Thurs)	Oct 10
General Meeting (Nominations)	Nov 7
General Meeting (Elections)	Dec 5
Half Pint O'Rum Race	Dec 7
New Years' Eve Raftup - La Playa	Dec 31

OTHER ORGANIZATION'S EVENTS

Schooner Cup (Koni Kai)	Mar 29/30/31
Newport - Ensenada Race	Apr 24
W.H.O.A. vs AMSS (Dana Cup)	Sept 28
SWYC Ensenada Race	Oct 4



FROM THE HELM

At the last Board of Directors meeting the budgets for the various committees were submitted to Treasurer Lyn Richardson. She assured me that our projected budget is within our means.

I have assumed the job of Wooden Boat Festival chairman. I will be contacting some of you to serve on my committee. I thank those who filled out the Festival survey at the last meeting. It really helped. Thank you again.

Vice Commodore George Wheeler is heading up the committee for the Kettenburg Regatta to be held on April 13. If you have a Kettenburg boat, call George Wheeler at 271-8629. If you don't have Kettenburg boat and would like to crew on one of these classics, call George and tell him that.

Port Captain Doug Jones is again heading up the Yesteryear Regatta. This will take place on May 18.

Vern Koepsel will present our 'Cruise' destinations for the year at the next meeting.

At Your Service

Gregg Potter, Commodore AMSS

MARCH 7, 1996 MEETING
7:30 P.M., S.W.Y.C.: →RIGGING←
UPCOMING EVENTS:
YACHT PHOTO PORTRAIT DAY
March 23, 1996
APRIL FOOLS REGATTA AND RAFT UP
◇April 6, 1996◇
KETTENBURG REGATTA
XApril 13, 1996X

COMMITTEE CHAIRPERSONS

Membership	Larry Fossom	582-4338
Handicap	Bill Clark	542-1229
	Jerry Newton	222-1281
Race	Doug Jones	222-0865
Cruising	Vern Koespel	297-7973
Program Director	Jim Sutter	481-0102
Trophies	Jerry Newton	222-1281
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Bye-Laws	George Wheeler	271-8629
Data Processing	Ded Dominici	226-2469
T-Shirt Sales	Bob Hendrickson	944-5103
Directory	George Wheeler	271-8629

Board meetings are held on the second Thursday of each month at the Southwestern Yacht Club at 6:30 PM. Members are welcome to attend.



PORT SIDE

This last weekend (Feb. 17/18) we had three boats from our club COMANCHE, ANDALE and ZETA participate in the PHRF Area G Midwinter race series. The conditions were light with a large swell. The old classics did not do well against the plastic boats, in fact we could not even see their sterns when we finished, but we had some fierce competition amongst ourselves. COMANCHE and ZETA are both trying to get there ratings readjusted so the results do not show how close the boats were.

The first race on Saturday, ANDALE did not have a good start or a good finish, those little plastic boats seem to get in the way. ANDALE did catch up a fair amount but not enough to beat COMANCHE boat for boat. COMANCHE beat her across the finish line by 40 to 60 seconds. ZETA retired due to a very sick crew member.

The second race was unusual in that it was set up with starboard roundings which makes it real tricky at the windward mark roundings. ANDALE and COMANCHE started together with COMANCHE about a boat length ahead and to leeward. ANDALE tacked away and the two boats split apart. In this race both COMANCHE and ANDALE had major mishaps. ANDALE got caught at the windward mark by a starboard tack boat. ANDALE had to come head to wind to stay clear. She ended up in irons and drifted backwards into the mark. COMANCHE got her spinnaker caught in the pole topping-lift block on the mast when she jibed the last time to round the leeward mark. She had to sail beyond the leeward mark a ways while Jim Thompson went aloft to clear the spinnaker so that it could be brought down to the deck and the jib set to make the last leg to windward. ANDALE had caught up by the time COMANCHE had everything squared away. It became a drag race for the finish. COMANCHE was slightly ahead with ANDALE tucked up on her windward quarter. COMANCHE could not tack with out fouling ANDALE and was pushed to the left lay line.

COMANCHE tacked with ANDALE when ANDALE went over but could not keep her slight lead. She was beaten to

the finish by about 30 seconds. It is situations like that which shows the value of being on the inside berth on the course.

On Sunday, the start for the third race was in similar conditions as Saturday (light with a large swell). ANDALE started ahead (by 1 boat length) and to leeward of COMANCHE. ZETA was farther up the line (to the right) and was pushed over early and could not make it back down to the line to clear because there was too much traffic, those plastic boats were all over the place. As soon as she had room, COMANCHE tacked away and the boats split tacks. For the first two legs ANDALE was gaining distance on COMANCHE. On the last leg to windward, ANDALE made the mistake of tacking away from a covering position above COMANCHE. COMANCHE continue off to the right side of the course, while ANDALE went left, and tacked for the finish line on a wind shift that favored COMANCHE but not ANDALE who was on the other side of it. At the finish, COMANCHE was on starboard tack with right-of-way with ANDALE coming in on port. COMANCHE had caught up about 10 boat lengths but ANDALE was still able to cross ahead by half a boat length, beating COMANCHE to the line by about 20-30 seconds. It is important to keep cover on your competition.

All in all it was a fun and exciting weekend. It was great seeing a couple of old classics duking it out and hopefully we will see more go out to race. When the wind is up the we can actually give the plastic boats a run for their money. If anyone is interested in racing PHRF, please give me a call and I will be happy to get you started.

A safety note before signing off, check you man-overboard strobe light for the right battery. The wrong battery will actually sink the strobe light when it is in the water.

Doug Jones

TRIBUNE April 1957

BOWN TAKES SECOND PLACE IN LIPTON CUP YACHT RACE

Special to The San Diego Union

NEWPORT HARBOR, March 31—Ashley Bown and his crew from San Diego Yacht Club brought their PCC Mickey to second place behind the winning Andale in the Sir Thomas Lipton trophy race here today.

Walter Franz of Newport Harbor Yacht Club piloted the Andale to victory for his second triumph in as many years in the Lipton race. Lew Whitney and the Atorrante from the Los Angeles Yacht Club was third.

The Mickey led by 15 seconds at the first windward mark but did not hold the advantage and followed the Andale over the finish line by a minute and a half.

Steady but light winds and a slightly choppy sea prevailed during the sunny day that attracted a record number of racing fans to Southern California's premier racing yacht event. Approximately 150 spectator boats were on hand.

Taken from Denny Barr's (Mrs. O'Bryan) Scrapbook

Yachting World Rediscovering the great Kettenburg Sailboats

By George Wheeler, Chair of the Kettenburg Regatta

NOTE: To all my fellow AMSS members who do not own a Kettenburg, I happily admit that the yachting world is filled with all manner of wonderful wooden boat design and craftsmanship that have a magnificent history of production and popularity. Still, I did want to offer the following article as a small contribution to our society's growth and recognition of the remarkable line of Kettenburg boats. GPW

Finding a treasure is always exciting ! It may be long hidden in the sea -- like a sunken ship or in an old barn -- like an antique automobile. In such cases, it is usually love at first sight. Certainly this is true for growing numbers of sailors in the yachting world who are rediscovering the pleasure of finding, sailing and owning a Kettenburg yacht. More and more, we hear the Kettenburgs referred to as the "finest sailing yachts ever designed and built on the West Coast". One reason they're considered "treasures" is because most know it would be just too expensive to ever build their like again.

Now, one may ask - "Which of the Kettenburg boats are the most desirable and the ones increasing in value as classic yachts?" The happy answer is -- All of them! In fact, it doesn't really matter if one owns an original 32' PC (Pacific Class) racing sloop that is like a fast sports car, or the large, swift 46' PCC (Pacific Cruising Class) that can take you to Hawaii, or the fantastic open-ocean auxiliary racing sloop for husband and wife - the K-38 or its masthead successor, the K-40 or the truly elegant cruising yachts - the K-43 and magnificent K-50. All of them are treasures, all are fast, and all have a growing body of admirers. Like the great "GAR" speedboats, there were no bad models.

When it comes to explaining their appeal, no one is completely sure of all the reasons; but most agree that it is because Kettenburg yachts have, among other things, five outstanding characteristics. (1) In beauty and function, their design, by skilled West Coast racing yachtsmen (George and Paul Kettenburg), is as near perfection as one can get. (2) Their materials, especially the wood, is some of the finest ever put into sailing yachts. (3) The care and craftsmanship used in constructing each boat equaled or exceeded that done anywhere else, (4) Their seemingly light rig was surprisingly tough

and made it superior for use under West Coast weather conditions, and (5) Their incredible balance, near-silent, easy motion and speed make them a joy to sail. Experienced sailors say that the moment one steps aboard a Kettenburg, it is obvious that the boat is one of remarkable form with a sense of speed, functional beauty, and grace.

At the moment, the rediscovery of the Kettenburg yachts is in its early stages. As such, a number of them can be found at bargain prices - even some in superb condition. Lack of knowledge by many as to their potential value keeps the prices low. Also, a buyer looking at a wooden yacht that needs a major rebuild cannot pay much - even if its a Kettenburg.

However, these low prices will not last. Within the next five years, prices can be expected to climb as more of the Kettenburgs are purchased and more owners realize what they have and are less willing to part with them. NOTE: The same thing happened to the great fleet of 103 Concordia Yawls a few years ago. Now it is hard to find one for less than \$50,000 -- in any condition.

For those of us in the Ancient Mariners Sailing Society, the rediscovery of the Kettenburg yachts is particularly gratifying. For one thing, we could hardly consider ourselves the top antique boat society on the West Coast without them. Moreover, we are blessed by having not only Paul Kettenburg as a member but also some of the top Kettenburg owners. This includes Staff Commodore Deb Dominici with her beautiful PCC COMANCHE, Donna Davidson - with Peggy Slater's historic K-43 VALENTINE, and Ron & Molly Bodeen with their ocean-crossing K-50 MOLLY SUE. We in AMSS can also be proud that Deb Dominici really turned the spotlight on when she revived the annual Kettenburg Regatta three years ago.

Up and down the coast, enthusiasm is building. In Seattle, the San Francisco Bay area, Los Angeles and here, sailors are locating, buying, restoring and sailing the Kettenburgs. Indeed, it is now likely they will endure into the next century with the reputation as the finest West Coast sailing yachts ever made. Isn't it rather wonderful to think that sailors not yet born will enjoy these same Kettenburgs tomorrow as much as we do today?



NEW MEMBERS

William and Colleen Buel are new members who own CYNTHIA, a Stone built and designed 52' ketch. CYNTHIA was designed 1928 and built in 1929. CYNTHIA is berthed at Chula Vista Marina.

Douglas P. Jones is the new owner of PACIFICA. PACIFICA is a 48.75', 1947 Sparkman & Stephens designed Yawl and temporarily berthed at S.W.Y.C.

Scott Poorman is a new member and new owner of the Sparkman & Stephens Pilot Class Sloop named PILOT. PILOT's LOA is 33' with a 24' waterline.

John Lower is a new associate member. John has made two AMSS Maui races as crew aboard DAUNTLESS. Currently, John is the Port Captain at S.W.Y.C. and has been helpful in accommodating visiting yachts participating in the Yesteryear Regatta.

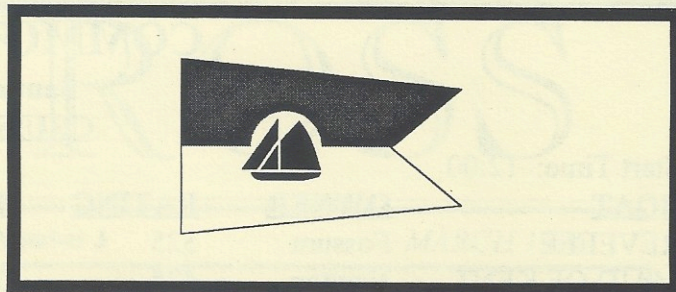
MEMBERSHIP PETITION

Lindy Rae has submitted an application for membership to AMSS with her Luders 16 called WHISPER. WHISPER was built in 1952 at South Coast Boat Works. WHISPER is berthed at S.D.Y.C.

WELCOME TO ALL!

FROM YOUR PROGRAM CAPTAIN

The March program will be on rigging - standing and running, how to maintain, when to replace, tuning ... by PRENTICE WEATHERS and PETER SAXBY from the Rigworks! The presentation was cancelled last month due to a medical emergency so you did not miss out! If there are topics you want presentations on, let me know. Jim Sutter



A PHOTO COURSE NOW OFFERED FOR SAILORS

This Spring, at the Los Angeles Maritime Institute and Maritime Museum, JOHN FREE, a professional photographer, and owner of PEGGY SLATER'S K-38 VALENTINE, is conducting a seminar called "The Photojournalists Approach to Nautical Photography". It is open to both professional and amateur photographers. The Museum has one of the largest collections of nautical photography in the world. Prints generated from the seminar will be available for sale. Proceeds will be donated to the Museum's TOPSAIL Youth Program.

PHOTO YACHT CRUISE IS SET FOR MARCH 23

This is the second year for this special event which offers an opportunity (1) for you to obtain a beautiful photo portrait of your yacht, (2) for our AMSS yachts to do a little sailing as a "fleet" at sea and (3) to take photos and videos of our yachts sailing as in other than placid bay waters.

Between 1300 and 1530, GEORGE and JOANIE WHEELER will have cameras ready on their K-38 REWARD which will be sailing under double reefed main'sl approximately one mile southwest of Buoy #3 off Point Loma. You may contact GEORGE for additional information at 271-8629. A hand-out with suggestions on how to prepare your boat plus some photo tips will be distributed at our general meeting on March 7. There will also be a sign-up sheet by which you can indicate your estimated time of arrival.



COMMODORE'S CUP

January 27, 1996
CRUISING CLASS

Start Time: 12:00

<u>BOAT</u>	<u>OWNER</u>	<u>RATING</u>	<u>FINISH</u>	<u>PENALTY</u>	<u>CORRECTED</u>	<u>PLACE</u>
REVELEE	Fossum	525	15:59:00		3:59:00	1
MAID OF KENT	Newton	425	15:38:25		4:03:27	2
NORTH STAR	Potter	310	15:20:30		4:14:15	3
BOUT	Barr	280	15:08:00	0:05:00*	4:14:20	4
RANGER	Sutter	400	16:08:00		4:08:00	5

RACING CLASS

DUCHESS	Hovland	180	15:02:55		4:29:10	1
SUNDANCE	Thompson	175	15:06:48		4:34:18	2
FREEDOM	Latimer	145	15:03:00		4:38:00	3
NORDIA	Petty	160	15:19:48		4:51:03	4

Please note that handicap corrections have been add to the "faster" boats (lower handicap), not subtracted from slower boats. The corrections were base on the highest handicap, Revelee at 525.

* Early start

JACK and JILL REGATTA

February 10, 1996

Start Time: 1st Race - 12:00, 2nd Race - 14:25 Wind: 4 - 8 knots (light)

<u>BOAT</u>	<u>SKIPPER</u>	<u>RATING</u>	<u>CORRECTED TIME</u>				<u>TOTAL POINTS</u>
			<u>RACE 1</u>	<u>RACE 2</u>	<u>RACE 1</u>	<u>RACE 2</u>	
EL AIRE	Callow/Eichenlaub	200	1st	1:24:52	1st	1:25:52	2
DUCHESS	Hovland/Goben	180	2nd	1:32:24	2nd	1:28:24	4
COMANCHE	Dominici/Jones	120	3rd	1:34:46	3rd	1:29:27	6
SUNDANCE	Thompson/Munro	175	4th	1:56:49	4th	1:42:30	8
NORTH STAR	Potter/McGilavey	320	5th	1:59:40	5th	1:58:51	10

APRIL FOOLS REGATTA RACE NOTICE April 6/7, 1996

This race takes us north from San Diego to an overnight raft-up in Mission Bay. The start is usually at either buoy #17 or #15, but has started further out the channel in light air conditions. The fleet must take #3 (or #1 depending on conditions) to starboard (which also helps to keep your out of the kelp) and finish at the line extending from the north jetty to the Mission Bay entrance buoy (in line with jetty if no buoy out 75 yards). Skippers are trusted to take their own times based on Ma Bell or the time check at the skipper's meeting. The race results will be calculated at the raft up. Each competitor is required to bring a trophy to award

the boat that finished just ahead of them. This trophy can reflect either the admiration or contempt that you hold for such a boat. The first to finish boat gives its trophy to the last to finish boat. This event invites any Associate Members with non-qualifying vessels to participate.

Skippers meeting at Southwestern Yacht Club 08:30-09:00, Saturday, April 6, 1996. Sign-up sheets will be at the March and April general meetings. If you would like to race or need more information but can not make it to one of the meetings please contact AMSS, P.O. Box 6484, San Diego, CA 92166, ATTENTION: Doug Jones, Race Committee Chairman or by calling (619)-222-0865.

