

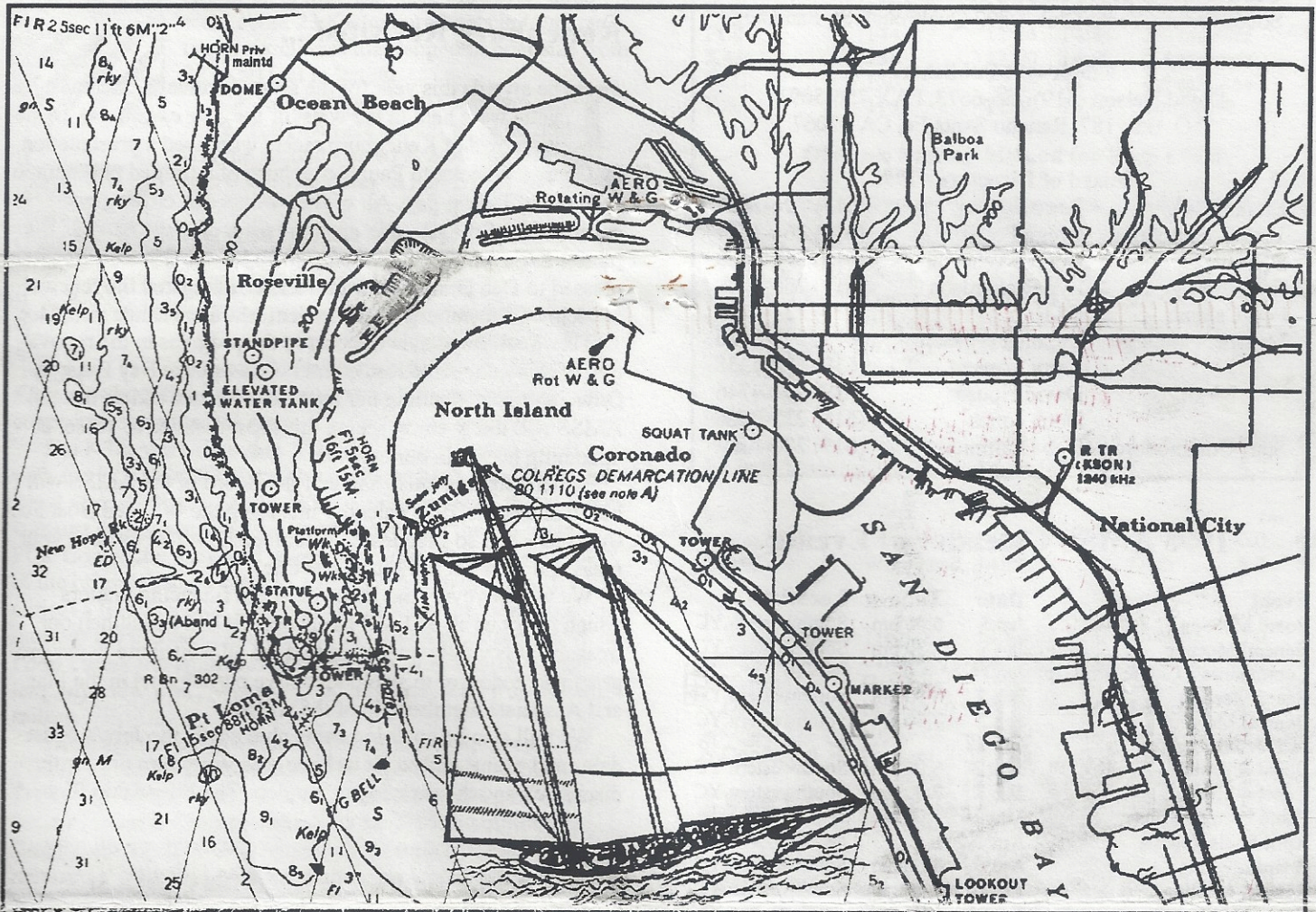
Albatross



Ancient Mariners Sailing Society

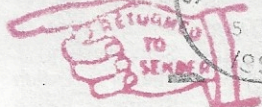
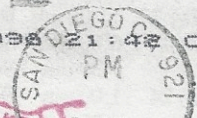
Volume 21, Number 7

July 1995



Ancient Mariners Sailing Society
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Albatross

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

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P. O. Box 6484, San Diego, CA 92166.

AMSS — Ship-to-Ship VHF Common — Channel 68.

General meetings are the first Thursday of each month at:
Southwestern Yacht Club, 2702 Qualtrough St, San Diego.

Editor and Publisher:

David Nelson (619) 756-6673, FAX 756-5091
P.O. Box 187, Rancho Santa Fe, CA 92067

Board of Directors - 1995

Commodore	Peter Benton	(619) 226-1484
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	David Houser	(619) 294-4746
	Doug Jones	(619) 222-0865
Staff Commodore	Deb Dominici	(619) 226-Ahoy

1995 AMSS Calendar of Events

Event	Date	Time	Location
Board Meeting	Jan 5	6:00 pm	Southwestern YC
General Meeting	Jan 5	7:30 pm	Southwestern YC
Commodore's Cup & Raft-Up	Jan 14		R R R R
Board Meeting	Feb 2	6:00 pm	Southwestern YC
General Meeting	Feb 2	7:30 pm	Southwestern YC
Jack & Jill Regatta	Feb 18		R R R R
Board Meeting	Mar 2	6:00 pm	Southwestern YC
General Meeting	Mar 2	7:30 pm	Southwestern YC
Photo Portrait Cruise	Mar 18	1:00 pm	R R R R
April Fools Regatta	Apr 1-2		R R R R
Board Meeting	Apr 6	6:00 pm	Southwestern YC
General Meeting	Apr 6	7:30 pm	Southwestern YC
Board Meeting	May 4	6:00 pm	Southwestern YC
General Meeting	May 4	7:30 pm	Southwestern YC
Wooden Boat Festival	May 6-7	9:30 am	R R R R
Yesteryear Regatta	May 27	11:00 am	R R R R
Board Meeting	Jun 1	6:00 pm	Southwestern YC
General Meeting	Jun 1	7:30 pm	Southwestern YC
Kettenburg Regatta	Jun 24	1:00 pm	R R R R
Board Meeting	Jul 6	6:00 pm	Southwestern YC
General Meeting	Jul 6	7:30 pm	Southwestern YC
Commodore's Ball	Aug 3	8:00 pm	Shelter Is. Beach
General Mtg. & Picnic	Aug 3	7:30 pm	Shelter Is. Beach
Gorilla Rock Cruise	Aug 5	12:00 pm	Ballast Point
Labor Day Cruise	Sep 2-3	12:00 pm	To Be Announced
Board Meeting	Sep 7	6:00 pm	Southwestern YC
General Meeting	Sep 7	7:30 pm	Southwestern YC
Petticoat Race	Sep 16	1:00 pm	To Be Announced
Ironman Race	Sep 17	1:00 pm	To Be Announced
Board Meeting	Oct 4	6:00 pm	Southwestern YC
General Meeting	Oct 4	7:30 pm	Southwestern YC
Board Meeting	Nov 2	6:00 pm	Southwestern YC
General Meeting (nominations)	Nov 2	7:30 pm	Southwestern YC
Half Pint O' Rum Race	Dec 2	11:30 am	By Fiddlers Cove
General Meeting (elections)	Dec 7	7:30 pm	Southwestern YC

From the Helm

Kettenburg Revisited....

The awards this year for the second annual Kettenburg Regatta were held in the waist of the *Star of India*. A capacity crowd of Kettenburg racers witnessed a presentation by George Wheeler to Paul Kettenburg of a framed photograph of Hull No 1, *Tom Boy*. All of the owners and crews signed off on the back of the photo in an expression of respect for Paul's family achievement. Sentiments and a big thank you were expressed to Deb Dominici, who after all, instigated the renewal of racing a Kettenburg fleet. Ancient Mariners salute you, Deb.

This week I was able to observe the progress in the renovation of *Argo*, the Albatross editors' Chesapeake Bay Bugeye. David anticipates sailing her later this summer and so the AMSS will likely enjoy seeing this most distinctive vessel at upcoming events in our calendar.

Which reminds me to say that the Board of the AMSS will be finalizing the 1996 calendar including the Wooden Boat Festival plans and so I request the membership to let us have your ideas and views at the July 6 meeting.

We will be reviewing with you some financing matters which affect us all and will likely benefit and strengthen our treasury. It is vitally important that we all contribute to our program and endeavor to swell our active participants in the Flag and Associate membership of the AMSS.

We will also be covering some changes in the July/August dates and events and so let us have a capacity turnout for this discussion and the showing of a video "The Friendship Sloop."

Regards to you all,
Peter J. Benton
Commodore '95

P.S. Please write to the editor, David Nelson, if you have any vacation sailing plans which will interest members and also note the South Island cruise events scheduled for August 5th to Gorilla Rock. ☼

July Meeting Thursday the 6th at 7:30 pm.

— Gorilla Rock Cruise Details —
— Video Preview —
"The Friendship Sloop"

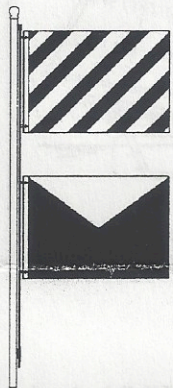
We will be reviewing financial matters which affect us all and will strengthen our treasury.

The Kettenburg Regatta And Pacific Cruising Class (PCC) National Championships

June 24, 1995

By Deb Dominici

Comanche raced the PCC fleet in the Kettenburg Regatta yesterday and won the National Championship. Well it was not exactly a fleet, there was only one other PCC, *Kiahala*. Match racing was the better term. There were only two of us in the PCC fleet. However, there were about 23 Kettenburg boats in total, racing in six classes that ranged in boat size from 32 to 50 feet in length.



The Kettenburg Regatta was two separate races. The first race started at 12:00 noon, and the second started at 2:30 pm. The race was 6 nautical miles in San Diego Bay along the city front. The start was in front of the Maritime Museum, continued to the Middle of Harbor Island, down to the Marriott and back to the Maritime Museum.

There was not a lot of wind that day. The PCCs were the second to the last to start.

Doug and Mary Anne Graves' schooner,

Elan, was both the start and committee boat. I understand the committee members all ate well — very well indeed.

The K38s were first start. Two K38s were first to finish with the PCs (32s, 1929 design) finishing next. *Comanche* finished after the first K38s and PCs. I am convinced that if there was just a bit more wind we would have beat the K38s and PCs. *Comanche's* crew of seven were tops. Several were part of the original racing crew in 1992. Thanks to my crew we had almost a flawless race. The only mistakes of the race were those of the helmsperson. Oh, we did lose a spinnaker sheet but I don't think the wind was blowing so it didn't cause a problem. My crew was always in good humor and all were terrific sailors.

There are three perpetual trophies that remain aboard the *Berkeley* (The Maritime Museum) for permanent display. These three trophies are; 1) the George Kettenburg PCC trophy for the National Championships, 2) the K38 Championship Trophy, and 3) the PC Championship Trophy. All participants received a brass participation plaque, presented by Paul Kettenburg himself.

The awards presentation followed the two races aboard the *Star of India*. Paul Kettenburg spoke of the Kettenburg family, a group of a hundred individuals including family, friends, and co-workers, who designed and built the Kettenburg boats since 1918 in San Diego. He spoke of the fiberglass/wooden boat, the K41, as their only attempt at building fiberglass boats. The way they wanted to build their fiberglass boats (the wooden boat way) was a financial impossibility.

We the participants, with the planning of George Wheeler, returned Paul Kettenburg's classic photo of *Tomboy*, Paul's first designed and built K38. All participants signed the signature sheets that were affixed to the back of the photo. Paul was touched by the token of our appreciation, so expertly summarized by George Wheeler's Kettenburg proclamation.

Thank You to John Holz and George Wheeler (race committee co-chairpersons), Paul Kettenburg, the participants, Lyn and Darrell Richardson, Doug and Mary Anne Graves, committee members, Southwestern Yacht Club, and thank you to the Maritime Museum of San Diego. Most importantly, thank you Ancient Mariners for sponsoring the race. ❁

Kettenburg Regatta And PCC National Championships

San Diego, California, June 24, 1995
Sponsored by the Ancient Mariners Sailing Society
Hosted by the Maritime Museum of San Diego

Race Results

Classes	Handicaps	Start Times		Correction for 6NM Course
		Race 1	Race 2	
K38s	160	12:00	14:30	4.6 minutes
K40s	156	12:05	14:35	4.2 minutes
K41s	150	12:10	14:40	3.6 minutes
PCs	144	12:15	14:45	3.0 minutes
K43s	138	12:20	14:50	2.4 minutes
PCCs	120	12:25	14:55	0.6 minutes
K50s	114	12:30	15:00	Scratch 0

Olympic Scoring Method for Each Class

Yacht Name	Owner	1st Race Pts	2nd Race Pts	Total Points
K38s				
1 Coquette	Holz	13:40:20 0.0	16:00:47 0.0	0.0 0.0
2 Desiree	Parker	13:46:48 3.0	16:02:41 3.0	6.0
3 Shadow Fax	Dentz	13:47:55 5.7	16:03:04 5.7	11.4
4 Reward	Wheeler	14:04:44 10.0	16:05:41 8.0	18.0
5 Prima Donna	Winton	14:00:49 8.0	DNS	11.7 19.7
6 Dyad II	Tyler	DNS 3.0	DNS	11.7 24.7
K40s				
1 Molobi	Feemster	14:08:05 0.0	16:37:19 0.0	0.0 0.0
2 Linda Marie	Long	14:44:14 3.0	DNS	5.7 8.7
K41s				
1 Stephanie	Degenhardt	13:51:47 0.0	16:08:28 0.0	0.0 0.0
2 Nimbus	Whitehead	14:06:05 3.0	DNS	5.7 8.7
PCs				
1 Water Wagon	Trepte	13:44:33 0.0	16:06:57 3.0	3.0 3.0
2 Sea Chase	Chase	16:45:27 3.0	16:08:59 8.0	11.0
3 Yankee	Greshem	13:46:15 5.7	16:08:19 5.7	11.4
4 Dawn Swan	Sutphen	13:46:49 11.7	16:06:42 0.0	11.7
5 Onion Patch	Caldwell	13:46:47 10.0	16:09:22 10.0	20.0
6 Confusion	Peekam			
	Hervey	13:46:46 8.0	DNS	15.0 23.0
7 Water Buffalo	Fisher	13:55:02 12.0	16:14:04 11.7	23.7
8 Puff	Pavelec	14:20:47 18.0	16:17:36 12.0	30.0
K43s				
1 Valentine	Davidson	14:29:07 0.0	DNS	3.0 3.0
PCCs				
1 Comanche	Dominici	13:53:28 0.0	16:22:27 0.0	0.0 0.0
2 Kiahala	Keitges	14:00:08 3.0	16:36:46 3.0	6.0
3 Squall	Meigneux	DNS 8.0	DNS	8.0 16.0
K50s				
1 Molly Sue	Bodeen*	15:12:10 0.0	DNS	3.0 3.0

*(Stood off 15 minutes to allow second starts)



It's July already and 27 members still haven't paid dues. You're six months late! You know who you are, and frankly, we were surprised to find out who some of you are too.

**Please send your payment to: Lyn Richardson
AMSS, P.O. Box 6484, San Diego, CA 92166**

U.S. Coast Guard Required Safety Equipment

By Rod Latimer

As everyone has heard, the government is short of funding this year, and they're working hard to make it up where they can, by imposing stiff fines for infractions of rules that, before, might have been overlooked.

Here's a short and concise list of required equipment aboard every Ancient Mariner vessel. Each item is required by the Coast Guard, and lack of, or non-operation of one of these items will probably result in a very stiff fine, if discovered. These fines can range from \$2,000 (that is two thousand dollars minimum), to \$50,000 plus a jail term.

Required Items

1. Personal Floatation Devices (PFDs) — To operate a boat under 65 feet (20 meters), you must carry one USCG approved Type I (offshore life jacket), Type II (near shore life jacket), Type III (floatation aid, water ski vest, or float coat), or Type V (special use device, white water vest) wearable life jacket for each person on board the vessel. The life jacket must be "in good condition and readily accessible." They get to determine what "in good condition and readily accessible" is.

You must also carry at least one USCG approved Type IV throwable cushion, horseshoe, or ring buoy which is "immediately available."

Either a USCG approved Type I (offshore life jacket) or a 35lb. inflatable life jacket is required for each person on board a sailboat while racing in all but Category 4 "local" races.

2. Fire Extinguishers — Boats up to 26 feet (8 meters) LOA with enclosed spaces are required to carry at least one Type B-I fire extinguisher. Boats from 26 to 40 feet (8 to 12 meters) must carry at least two Type B-Is or one B-II fire extinguisher. Boats from 40 to 65 feet (12 to 20 meters) must carry at least three Type B-Is or one Type B-I and one Type B-II fire extinguisher.

Three each, Type B-I or two Type B-II fire extinguishers should cover almost any boat in the AMSS fleet. But remember, more (safety) is better, especially when gasoline powered auxiliary engines are used. Make sure that each fire extinguisher has either a visible pressure gauge indicating its current charge state or a tag showing a current date.

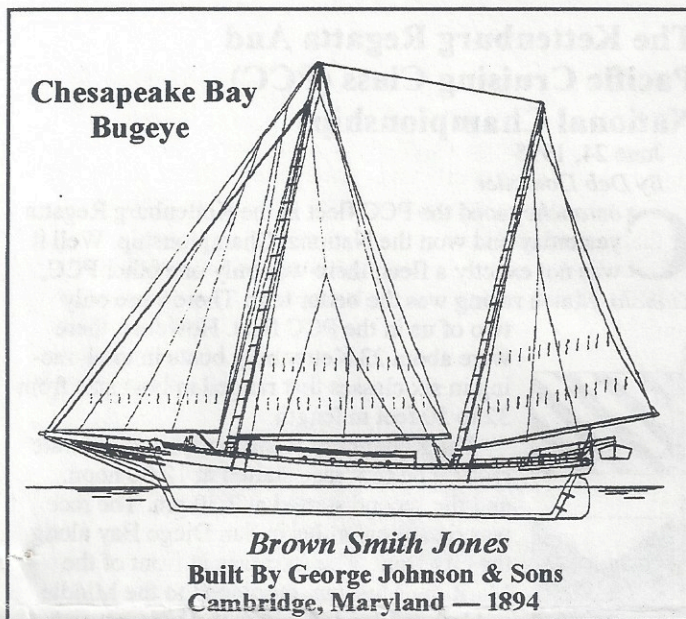
3. Visual Distress Signals — At least three red pyrotechnic USCG approved handheld or meteor flares, "in good condition, readily accessible, and bearing a current date" are required.

4. Sound Devices — Vessels over 40 feet (12 meters) LOA must have an eight inch bell and a horn or whistle. Vessels under 40 feet must have a six inch bell and "some efficient sound making device".

5. Navigation And Anchor Lights — Between sunset and sunrise, power and sail powered recreational vessels are required to display navigation lights while under way, or anchor lights while at anchor. Kerosene running and anchor lights are no longer acceptable.

Navigation lights, including port (red) and starboard (green) sidelights, stern lights, and masthead (steaming) lights are required while under way. Anchor (all-round) lights are required while at anchor, unless you are in a specially designated anchorage.

Navigation and anchor lights must conform to visibility requirements for viewing distance and viewing angle, according to vessel size.



Visibility Requirements To 40 feet 40-65 feet

Light Type	Light Color	Visible Range	Visible Range	Visible Angle*	Points
Masthead**	White	2 miles	3 miles	225°	20
Anchor***	White	2 miles	2 miles	360°	32
Side Port Light	Red	1 mile	2 miles	112.5°	10
Side Starboard Lt.	Green	1 mile	2 miles	112.5°	10
Stern light	White	2 miles	2 miles	135°	12

* One point is equal to 11.25 degrees.

** Masthead lights are also referred to as steaming lights.

*** Anchor lights are also referred to as all-round lights.

If you have a powerboat, your lighting requirements are simple. While under way, powerboats under 65 feet (20 meters) must show a masthead (steaming) light, a stern light, and side lights. The sidelights may be combined into a single bi-color light. Vessels under 40 feet (12 meters) may use an all-around (anchor) light, instead of separate masthead and stern lights.

Lighting rules for sailing vessels are more complex. A sailing vessel, while under way, has to meet two different vessel lighting requirements. Sailboats under engine power are considered powerboats and must comply with the powerboat lighting requirements listed above.

Sailboats under 65 feet (20 meters) while under sail power, must show side lights and a stern light. As with powerboats, sidelights can be combined into a single bi-color light. Or, you may use a single tri-color light which combines the stern and side lights at the top of the mast instead. Vessels under 23 feet (7 meters) must have a lantern or electric torch available to avert collisions.

Row boats can use either the lantern and electric torch or sailboat lighting options.

While at anchor, sail and power vessels under 65 feet (20 meters) are required to show an anchor (all-round) light, unless in a specially designated anchorage. Vessels under 23 feet (7 meters) need not display an anchor light unless in a narrow channel or anchorage, or where other vessels navigate. It is, however, cheaper to replace a few batteries than your boat.

6. Steaming Cone — Sailboats over 40 feet (12 meters), motor sailing (under power with the sails up) offshore during the day (between sunrise and sunset), are required to fly a black steaming (motoring) cone, with the apex pointed down-

Safety Equipment Continued...

ward, where it can best be seen. Sailboats must follow powerboat rules-of-the-road when motor sailing.

7. Registration Papers — The vessel's registration or documentation papers must be on board at all times. The vessel numbers must be properly and permanently affixed to the vessel. Documentation numbers must be attached in such a manner that they can not be removed or altered.

8. Radio License — For each transmitter on board, including EPIRBs and radar if it is installed, a valid radio license is required.

9. MSD — At least one USCG approved Marine Sanitation Device (Head) is required.

10. Discharge Of Oil Prohibited — A placard of at least five inches by eight inches, must be posted in a "conspicuous place near the engine." They get to determine if it is conspicuous enough.

11. Marine Pollution Restrictions — A placard of at least four inches by nine inches must be posted in a conspicuous place, listing the discharge restrictions of trash and garbage at sea. Vessels over 40 feet LOA (12 meters) must have a written Waste Management Plan.

12. Bilge Discharge Device — A system for removing oily waste from the bilge to a shore side waste facility is required. A bucket will meet this requirement.

13. Navigation Rules — All vessels over 40 feet (12 meters) must have a copy of the Navigation Rules on board at all times. These are the rules used by the U.S. Coast Guard, U.S. Coast Guard Auxiliary, and the U.S. Power Squadron.

14. Ventilation & Backfire Flame Arrester — All vessels powered by gasoline engines are required to have adequate ventilation and a backfire flame arrester. The ventilation system must pull air from outside the vessel into the engine compartment. There must be an exhaust ventilator outside the vessel.

If you are in doubt about meeting any of these requirements, contact your local Coast Guard Auxiliary in San Diego at (619) 260-1515. In Oceanside, contact Edward H. Cruz (619) 669-0739, or Vessel Examiner Cecil Sharratt (619) 744-9677. In Escondido, contact Glenn Hakius (619) 434-7340. Ask for a Courtesy Marine Examination (CME). It's confidential, it's free, and it may be the cheapest \$50,000 worth of insurance you will ever buy. ☼

Gorilla Rock Cruise

The first Gorrilla Rock Cruise was when the anchorage in the middle of the South Coronado Island Group was so aptly named by the cruise champion who convinced all of us, during the pot-luck event, that he could see the face of a gorilla peering out at us in the rock formation.

Needless to say, some of us in the "morning after" could discern not one, but perhaps two faces in the rock. Anyone present will confirm that the weekend was a great cruising event.

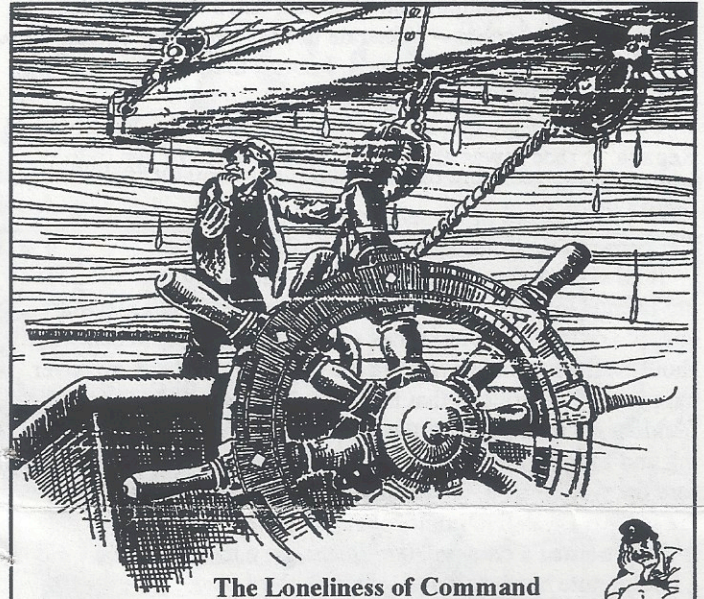
Start out about noon Saturday at Ballast Point, and cruise or race with friends directly to the South Island. Drop the hook in 40 feet and dinghy over to your friend's boat for pot-luck, or go from boat to boat.

Early to bed, then hopefully a beautiful morning coffee, last minute visits with friends, then set sail via the North Island for a great reach open of Point Loma and home for lunch or at tea time! Hope to see that Randy and Carolyn, our Cruise Chairpersons, will have a good turn out of boats as they are planning some other cruise events for us to enjoy.

Sign up for this year's weekend cruise on August the 5th or contact Cruising Chairpersons, Randy and Carolyn Williamson. Their pager no. is (800) 715-0762. ☼



PORT SIDE



The Loneliness of Command



Port Captain
Edward S. Barr

Commodore's Ball And Picnic Combined

Ancient Mariners, Commodore's Ball goes, and August Picnic people, this year we are going to combine the August 3rd, Shelter Island General Meeting and Picnic with a Commodore's Ball happening at the beach.

Put it in your social calendar now, August 3rd, 1995 at the launch ramp beach, Shelter Island, 6 pm., onwards and upwards. Bring YOB and food pot luck. Music and meat are provided by the AMSS. Bring the nippers along and a friend to mark this festive occasion when we will ceremoniously and in the traditional manner, burn our old weather beaten burgees, and buy new ones after the reading of the "Burgee Anthem." The evening will be in perfect weather with clear open sky and a vista of San Diego at its best. Please come on down. We will be there until the carriages at midnight. ☼

Committee Chairpersons

Membership	Larry Fossum	(619) 582-4338
Handicap	Bill Clark	(619) 542-1229
	Jerry Newton	(619) 222-1281
Race	Doug Jones	(619) 222-0865
Cruising	Randy & Carolyn Williamson	Pager Number (800) 715-0762
Trophies	-Vacant-	
Historical	Jim Keitges	(619) 485-8711
Public Relations	Deb Dominici	(619) 226-Ahoy
By-laws	Gregg Potter	(619) 264-1024
Data Processing	Diana Watson	(619) 287-9066
T-shirt Sales	Bob Hendrickson & Allen Niebrugge	(619) 486-4186
Swap Meets	Bob Hendrickson & Allen Niebrugge	(619) 486-4186

Board meetings are held on the first Thursday of each month at the Southwestern Yacht Club at 6:00 pm., just prior to the general meeting.

SAILING 101

By Gregg Potter

Race — "A competition of speed," says Webster's dictionary. Speed — "The rate or measure of the rate of motion." Webster's again. I notice that neither definition says anything about going fast.

That sure clears up a lot of misgivings about the Yesteryear Regatta. A race it was and we did have speed. We just didn't have much of it.

But I got ahead of myself, let me tell you about my race. I'm going to try to lie as little as possible.

It all started about two months ago when I invited three of my friends to crew with me in this BIG race. They accepted and two or three training times were set up (that sentence alone should tell you something). As it turned out, the training never happened. I've noticed that non-boat owners will let jobs and families get in the way of the more important things. Our training and I mean "basic" training took place about 30 minutes before the race started. We should have started 35 minutes before the start as I was five minutes late at the line. The bottom line is that I trained a crew in 30 minutes, gave the rest of the class a five minute head start and still took third place. If I ever figure out what I'm doing, I may actually win a race. (This is called "psyching the competition").

In those 30 minutes we tacked about 12 times, gibed three or four, set the mizzen staysail five times and headed for the starting line. I knew I was in trouble when the crew thought it was the finish line. As it turned out, that was the only excitement we had all day, and the last time the wind blew enough to maintain headway.

We just kinda drifted with the tide to buoys 5 and 6 and then drifted back. It was a twelve mile race that took a lot of us six hours or so to finish. I understand that first place for the Gaffers went to a crew member who fell over board and decided to go it alone. I think the only thing that kept us from bailing out altogether was the rumor that they were going to move the finish line. There was a dream that if they moved it, we might already have passed over it. Anyway, we did finish, they didn't move the finish line, but they did move the DNF time twice. We came across the line in a style that was in keeping with the rest of the day — sideways, and we hit the mark (better than hitting the Committee boat).

We motored to the Southwestern Yacht Club looking for the raft up. As we were passing the visitor pier, someone said that we could tie up in a slip. A truly good person. We were tired and hungry and could smell the food they were cooking, an incentive to tie her up quickly (the boat) and go ashore. Going ashore after bobbing around in a boat for eight hours is an interesting sensation (for more details see Diane Waltman).

The food was good, as was the conversation. There wasn't a great deal to say about the race. The raffle had a lot of real nice stuff but was fixed (I didn't win anything). The Reggae band is always fun but I hadn't shaken hands with Captain Morgan enough to know how to dance. I never do know how to dance, I just think I can. It's like taking guitar and Spanish lessons from Jose Cuervo.

The race accomplished its purpose. It got us out on the water with good friends and old boats.

Next month, "My first haul out."

Fair Winds and Following Seas. ✪

AMSS LETTERS

May 12, 1995

1995 Wooden Boat Festival Committee
c/o Ancient Mariners Sailing Society
P.O. Box 6484 San Diego, CA 92116

Wooden Boat Festival Committee;

Bravo! On behalf of the Southern California Small Boat Messabout Society (otherwise known as "Scuzzbums"), I would like to extend ecstatic congratulations on a job well done. The show was first class! Those of us who participated had a marvelous time. Those of us who attended just to see the boats had an equally marvelous time.

The participation plaques, the trophies, the pins, all were just wonderful and very classy. Everyone bought something. Some of us were more extravagant than we should have been, but the atmosphere was conducive to that.

All of your committee members should be congratulated on a fine job in creating a truly wonderful event. Their hard work and dedication were quite apparent and very highly regarded.

With great appreciation,

Annie Kolls

Southern California Small Boat Messabout Society ✪

AMSS CLASSIFIEDS

— FREE Classified Ads —

Classified ads are FREE to all AMSS Members. Contact David Nelson by the 20th at 756-6673 with your ad copy to get your classified ad in the next issue. It's that easy!

— Famous Race Winner For Sale —

12' LOA Gaff Sloop, *Dingus*. Great condition, complete with galvanized trailer. \$2500 - Call Chris (619) 224-2733.

— 54' LOA Alden Cutter —

Alden Jib Headed Cutter, 54' LOA, *Bluewater II* for sale by owners. Cabrillo Yacht Sales, (619) 523-1745, has the central agency listing for this fine, classic 1930s vessel.

— Looking For A Good Home —

Santa Teresa of Avila, designed by Walter Rayner, Naval Architects, Poole England. Builders, Frederick Mitchell in Poole. Dorset 1964. Trophy winner in 1989 Yesteryear Regatta. She was shipped to San Diego in 1988 as deck cargo. She has been sailed in Brittany, the Channel Isles (UK), and Spain.

Carvel planked hull: Honduran Mahogany on Oak frames, copper fastened. Albin inboard engine, closed off head, two births, galley. Aft lazarette, ample space in a 22' LOA boat with doghouse, 4.5 tons, fin keel. Tan bark sails: 1 mainsail, 2 jibs, 2 genoas, 1 spinnaker.

Owners have enjoyed this boat since 1981. She needs a good home. A shippy looking ship. Asking \$8500. For further information call Peter at (619) 226-1484.

— Classic Lines Has Moved —

Classic Lines, Wooden Boat Chandler and Services, has moved from Koehler Boatyard to: 1227 Scott Street, San Diego, CA 92106. Come on by and enjoy browsing through traditional books and merchandise. Let us quote your next boat project. Call us at (619) 226-1484