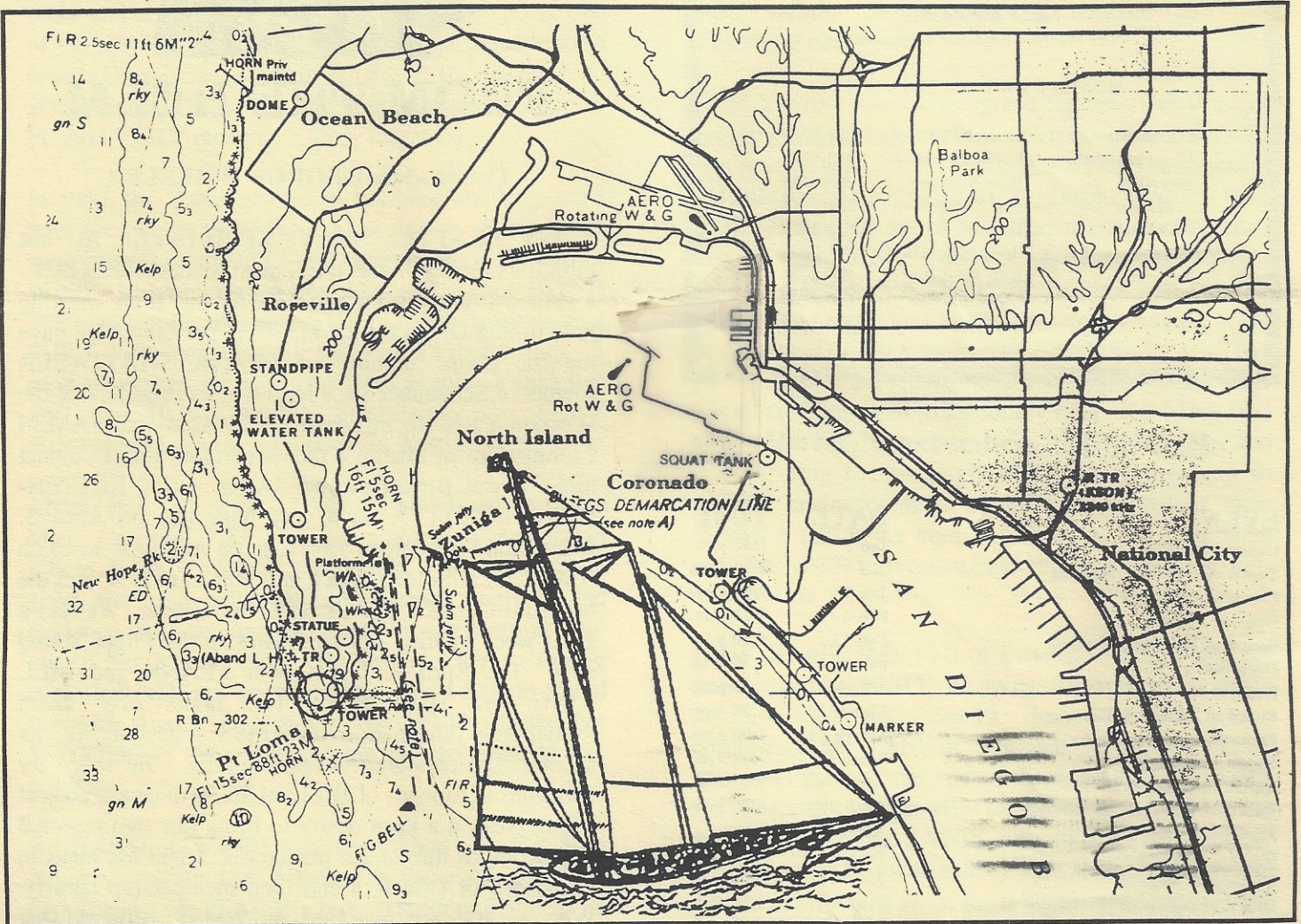


# ALBATROSS

Volume 23, Number 5

Newsletter of the Ancient Mariners Sailing Society

MAY 1997



ANCIENT MARINERS SAILING SOCIETY

P.O. Box 6484

San Diego, California 92166



Mr. Ed Barr  
AMSS Flag Member "BOUT"  
2390 Shelter Island Drive  
San Diego, CA 92106

The Albatross is the official publication  
of the

ANCIENT MARINERS SAILING SOCIETY

Mailing Address:

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Editor & Publisher

The Ad Hoc Editorial Committee

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# FROM THE HELM

by

Commodore GEORGE WHEELER

AMSS SEATTLE MAY AFFILIATE! At last month's meeting, I was introduced to TIM REAGAN - a skilled caulker from Seattle who has been working here in San Diego for the maritime museum. He gave me the phone number of FRANK SHATTAUER (owner of Schattauer Sails inc.) who is President of the Wooden Yacht Racing Assn. (WYRA) and also AMSS Commodore in Seattle - recommending that I contact him. It was perfect timing. After a jolly KETTENBURG REGATTA on a very busy bay on April 5, Joanie and I were up at 5:00 a.m. on August 6 to catch AMTRAK at Solana Beach at 6:30 and to L.A. and the beautiful COAST STARLIGHT to Seattle. We had a great week visiting old shipmates in the Puget Sound area. On April 9, I met with FRANK and BILL KING. We spent nearly two hours over lunch exchanging information on AMSS - its concept, its accomplishments and its opportunities. He was very enthusiastic to learn of BILL BUEL'S database project and expressed a keen desire to bring our two regional organizations into closer affiliation. I will his ideas to the Board of Directors and then membership shortly. Who knows, we may see an AMSS network that brings together the key yacht preservation effort on the entire West Coast.

THANKS DUE TO DEBRA DOMINICI! DEB deserves a sincere "well done" and our thanks for all the long hours she has put in as both publisher and editor of the ALBATROSS these past 2+ years. A self-starter and tireless worker, she dedicated herself to our official publication - keeping members informed and reporting our plans and events to magazines, tabloids and key maritime history organizations. She also served as Public Relations Chair and spearheaded the NTC base reuse project which would include a Wooden Boat Training. What an industrious lady! This year, she is hard at work as Secretary of SWYC. We wish her "fair winds and following seas" in all she does in this great time of classic yacht revival. GPW

## 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.

**FURY** was first raced by her owner, now in his 80's, and by a young trainee skipper **LAURIE MC CORMICK**, now about 70. According to records available, she won the scratch and handicap events in the Wide Bay (or Hervey Bay) Championship in about 1940. Photos show her racing with a triangle color patch and also a black "V". This "V" was to prove one of the pieces in the jigsaw puzzle of her identification later. During her years in Brisbane, the Queensland skiffs increased the size of the spinnakers to 250 Sq. Ft. And **FURY** raced with these larger sails.

In 1942, the Yanks arrived in Brisbane and they must have become fascinated with skiff sailing. Some skiffs were bought by the G.I.s and taken home at the end of WWII. It is not known how many went, but **JOYCE TOO** was sold and also **FURY**. One story is that **FURY** went home as deck cargo on a Liberty Ship. It must have been no later than 1945 as most Yanks had left Australia by then. From that year **FURY** disappeared from racing records in Australia.

About 1960, **ELMER LOWRY**, who lived in Costa Mesa, California, discovered a strange looking boat in a boat dealer's yard in Sacramento. She was not in good condition, with her hollow spars unglued, and evidence that someone had tried to make a power boat out of her at one time. He restored her to sailing condition (still not knowing what she was) and sailed her with friends in Newport Harbor. He named her **YOTTING(?)**. She still had her original sails at this point.

**RICHARD TUCKER**, an Australian in the film industry, was in Los Angeles in the early 60s and happened to see **ELMER's** boat. He identified it as an Australian 16' skiff but had no idea which one it was or how it got there. He and **ELMER** sailed the boat awhile in Newport, out of the Balboa Yacht Club, and even got chased by the Coast Guard once for "speeding." **ELMER** moved to Oregon to retire about 30 years ago, and took **FURY** with him. She was unstable for conditions in Oregon, and he put her in a shed and kept her there nearly 25 years until 1990, when he gave her to **ANNIE KOLLS** of San Diego. He felt **ANNIE** was the perfect person to have the boat, as she had already restored several wooden boats and he knew she would sail the boat in San Diego - his boyhood home, which is a perfect place for skiffs.

In 1992, **ROBERT KEELEY** of Yaffa Publications in Sydney was covering the America's Cup in San Diego,

and heard about **ANNIE'S** 16 Footer. He contacted her and asked to see the boat, not really believing there was a skiff anywhere in America. He confirmed it was a skiff, and admitted to **ANNIE** that he had not ever seen one of that vintage anywhere in Australia. He had only seen pictures of such boats on the walls of the older sailing clubs. **ANNIE** realized she had something rare.

**KEELY** wrote a six-page spread for the 1992 issue of Cruising Helmsman about the San Diego woman who was in love with a vintage Australian skiff, and sent it with photos he took when she organized a sail for him. At the end of the article he asked that any older skiff experts send **ANNIE** whatever information they might have to complete the history of the boat. It started a sailing "mystery", and stirred up interest among some of Australia's most well-known old skiffies\*, who had gotten hold of the article. It was thought that the skiff might have belonged to legendary **PAT COLLINS** (88) of Sydney, who still sails a large "V" on his main and is competing to this day! **PAT** was a big help to **ANNIE**, and made many inquiries on her behalf, even though it had never been his boat, as his "V"s were red. **ANNIE'S** boat had a black "V". \* anyone who sails or races skiffs

**JACK HAMILTON** (64) of Brisbane remembered his father saying "**FURY** is going to America" when **JACK** was a boy of about 12. He and **ANNIE** became correspondents. **ANNIE** sent detailed photos of the skiff, and it was from one of them, **NORM WRIGHT JR.** (Recently deceased) identified the boat as his work. **NORM** sent **ANNIE** a photo of **FURY** and her sister boat - **JOY** taken side by side at Hervey Bay. He circled the ribs just aft of the thwart in the center of the boat (on both photos) as his unique placement. He remembered that **FURY** also had a black "V" as a color patch, as owner **VIC DIXON** had used a sail from his previous skiff - **VAHALLA**, due to wartime shortages of sail cloth from England. **NORM** and **ANNIE** became correspondents as well.

**PAT COLLINS**, **DICK TUCKER**, **NORM WRIGHT JR.** And **JACK HAMILTON** all corresponded with **ANNIE** for four years after the '92 article came out. The mystery was solved, but the friendships continued until **ANNIE** decided to finally travel to Australia to meet the men to whom she had been writing. Two of her Australian friends are gone now. **NORM WRIGHT JR.**, with whom she stayed last April, passed away in July and **DICK TUCKER** died in October of 1995 -- before **ANNIE** could meet him in



Annie Kolls & Jack Hamilton of Brisbane, Australia sail FURY in San Diego in Nov. 1996  
They also sailed the skiff 3 times in Australia. Annie was there 3 months - returning home in March 97

person. ANNIE has become friends with their widows and has visited them in Australia and they have visited her in San Diego.

ANNIE wanted to give the skiff to Australia as a gift, as a remembrance to her Australian skiffie friends, and because so few old skiffs remain anywhere.

Columbus Lines generously donated most of the freight fare as part of the effort, and on November 18, 1996, FURY left California after fifty years (almost to the day) in the United States. JACK HAMILTON flew to California to help ANNIE get the skiff ready for transport. JACK and FURY returned to Australia on the container ship COLUMBUS CALIFORNIA. ANNIE flew to Sydney and was there to meet the ship in Botany Bay on December 12, 1996. The Skiff arrived in good shape and ANNIE and JACK took her out of the container at Brisbane. FURY was put on display at the National 16' skiff championships at Moreton Bay at the mouth of the Brisbane River. Old skiffies came out to see FURY and relive the "old days" for hours around the boat.

On January 11, 1997, on the final day of the national championships in Brisbane, FURY sailed in Australian waters for the first time in over 50 years. Before ANNIE formally gave her away to the Queensland Maritime Museum in Brisbane at the awards ceremony that evening, FURY was rigged and her crew (average age 72) of ancient skiffies (including 60 year-old ANNIE at the helm) darted swiftly out of the Darling Point Skiff Club into Moreton Bay. What a thrill for all concerned! The whole crew immediately became younger and stronger. Eyes sparkled and grins widened as FURY went faster and faster in a 15-knot breeze.

At the ceremony ANNIE hung two flower leis on FURY'S bowsprit in memory of the two men who had recently died. Their widows - NANCY and HELEN, were among 13 who came for the presentation (including 3 from Sydney) and they loved the gesture. The skiff's return was also featured on TV in Brisbane.

It took ANNIE three years to complete the project. She spent a total of five months in Australia on her two recent trips. Although of modest means, ANNIE

said that the value of the friendships and adventure she found in Australia outweighed the cost.

For ANNIE, the best moment and the one that made her realize she had done something special, came on the day of the national championships. While standing there by the skiff with a group of onlookers, a middle-aged man came out of the crowd, strode up to her and shook her hand. He said, "I just want to thank you." ANNIE replied, "What for?" He said, "For Australia - For bringing back this beautiful old skiff." His eyes were filled with emotion, and met hers steadily. His handshake was firm, and he held it a beat longer, for emphasis. Then he turned and disappeared into the crowd.

**EDITORIAL NOTE:** What a glorious and fascinating project, ANNIE! Thanks for sending it in! Others are also most heartily invited to send in these great yacht histories. Readers love them. Remember, every classic boat has a story. Help is available on the write-up!

### INFLATABLE DINGY WANTED!

STEVE TYLER, who owns K-38 # 9 "DYAD II" is looking for a good used 8' inflatable dingy for about \$300. His phone number is (619) 607-9011

## LUDERS 16 INVITATIONAL SCHEDULED MAY 10 & 11!

AHOY! Ancient Mariners Sailing Society is delighted to host the re-established LUDERS 16 INVITATIONAL RACE this year. Owners, crews and friends of this superb class of wooden yachts are cordially invited to contact JANET CALLOW at (619) 284-0156 (Home) or (619) 699-2581 (Work) for more information. Or, you may write to EICHENLAUB YACHT CLUB, 2608 Shelter Island Drive, San Diego, CA 92106, Attn: Luders 16 for application forms.

As a tune-up race, participants are encouraged to enter the Yesteryear Regatta, which will be held on San Diego Bay on May 3. For those needing it, dock space, crane and yard facilities, restaurants, motels are all within walking distance. JANET also states that a BBQ and party after the race will be held at EICHENLAUB'S YARD. Commemorative T-Shirts are available at \$10.00 each.

Every effort is being made to make it a hit. With invitations sent out to the Wooden Hull Yacht Club, as well as AMSS, the prospects are great for this special LUDERS event. What an opportunity for its participants to enjoy up to two weeks of "fun in the sun" on the bay!



Modern 16' skiffs are of high tech carbon fiber. This is just the hull before rigging at Botany Bay

## DAY AT THE DOCKS" ---- A "SOCKO" DAY FOR AMSS !

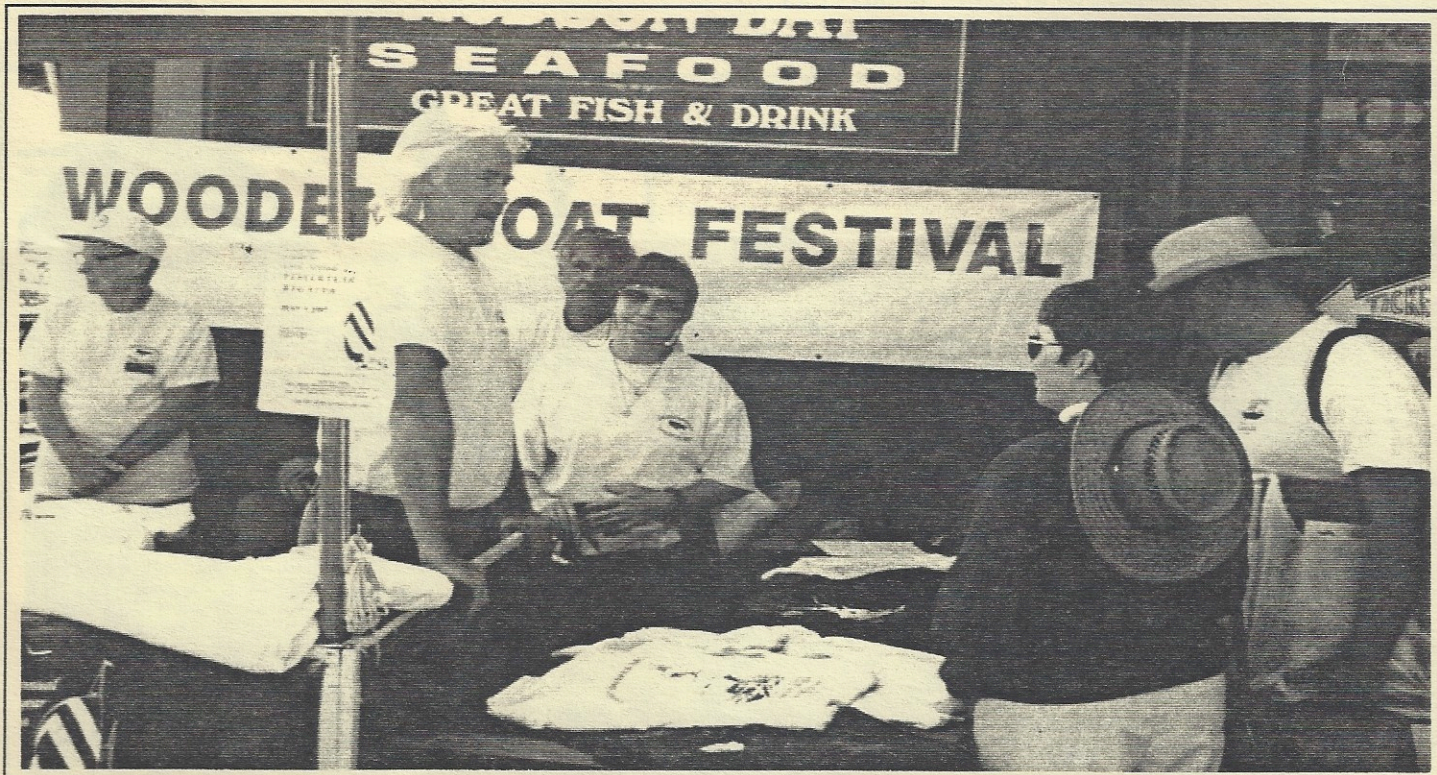
Take a day with lots of sunshine, the perimeter of America's Cup harbor lined with hundreds of fishing boats, yachts, maritime booths and displays, crowds of over 30,000 - coming from even LA, Nevada and Arizona to a superb event produced by the San Diego Sportfishing Council and sponsored by the Unified Port District of San Diego and San Diego County. Add to it a very "nautical" AMSS information booth in a prime location with jovial AMSS representatives, merchandise and information packets and a few wooden yachts on display and you have a great formula for promoting public knowledge and interest in classic yachts!

Thanks to Port Captain - T. WALLE KRALS and thanks to fellow AMSS members - Secretary JEAN ANDREWS, RON & MOLLY BODEEN, BILL & COLEEN BUEL, STEVE CAOUTTE, JENNIFER JONES, WANDA FAUST, Board Member - JACK & SUZIE FEEMSTER, LARRY & LEE FOSSUM, Jr. Staff Commodore GREGG POTTER, KEN SPAULDING (recruited by DIANA WATSON) and Staff Commodore JIM SUTTER and that's what hap-

pened on April 20 and it was, in the parlance of show business -- a "SOCKO" event!

After JIM SUTTER helped WALLE get the booth out of storage, JACK FEEMSTER set it up along the main walkway. By the way, WALLE was able to get the spot at no cost. JEAN and WANDA set out the displays. Teams were formed to man it in two-hour shifts from 0900 to 1700. KEN SPAULDING organized the information packets for improved distribution, the team quickly found out that the men were more effective selling merchandise to lady customers and our own ladies were best at selling to the male customers. STEVE CAOQUETTE was in fine mettle. Not only did he have MAHOGANY MANOR on display but he added to the crowd at the booth by going out onto the walkway as our AMSS "barker". Around 0900, Commodore GEORGE WHEELER came by to take photos and put in a couple hours. He was amazed at the activity around the booth. An estimated 200 stopped at the booth and about three dozen brochures with applications were handed out.

Nearly \$500.00 in merchandise was sold - both at the booth and aboard AMSS yachts on display - STEVE CAOQUETTE'S lovely - MAHOGANY MANOR and GREGG POTTER'S - NORTH STAR. Not bad for a



"O, you're so right! ... such nice merchandise! .. Let's see, I'll take one of these ... and one of these ...!"

# THE BOSUN'S LOCKER

by  
GREGG POTTER

## DRY ROT

I am sure that there are as many ways to repair the damage caused by Dry Rot as there are people talking about them. The only epoxy fillers that I have used are **West Systems, Get Rot and Smith's**. I use all three methods and have found that they work well.

First, however, let me offer two suggestions: When epoxy is used, it can be mixed to whatever consistency is appropriate for the job. **West Systems** sells different fillers for their products and I have had good success with them. When epoxy is used, the area of application should first be wetted with the hardener/resin mixture. This allows a little more 'soak' time for the epoxy. The repair should be dry and clean (exceptions in method 3).

### 1. FILLING WITH EPOXY:

This method is used to repair small areas of dry rot where the repair is more than cosmetic but not under high stress. The damaged wood is removed and the area is replaced with solid epoxy. When removing the wood, be sure to go beyond the limits of the actual damage. When using a solid fill, you are generally limited to applying the epoxy in layers of 1/2 inch or less. In a layer thicker than this, the heat generated by the curing epoxy will actually cause the epoxy to lose strength.

### 2. FILLING WITH WOOD:

This method is used to repair areas that are subject to stress. The method restores the wood to near its original strength. As in the epoxy fill method, the damaged area is removed. Then a Dutchman is carved or cut of wood to fit the damaged area. This Dutchman is then epoxied in place and clamped. The epoxy should be the about the thickness of mustard. This will allow it to fill any voids in your carving job.

### 3. SATURATION:

This method is used to stabilize an area until you can repair it correctly. Or if the damage is truly in a cosmetic place where all you want to do is to be able to paint it with less than a pint of paint to the square

inch. Or if the damage is in a place that would require taking out cabinetry to fix it. (As it was on NORTHSTAR.)

The products that I have used for this type of repair are **Get Rot** and **Smith's** epoxy. Both work well. **Get Rot** has the disadvantage in that the stuff comes in a kit. You're supposed to mix the pint or quart or gallon can with the supplied hardener. What you don't use, you trash,(or you can take a guess at the ratio). **Smiths** is a 50/50 mix so you can mix what you think you'll need. Both products tell you to leave the dry rot in place and soak it with the product. Both products are quite thin and do soak well. For the same reason this method doesn't work well for overhead repairs. For deeper penetration a pattern of small holes can be drilled in the affected area. Rags and/or news papers will soak up the epoxy that runs out of the repair area. **Smith's** says that it will displace water. I'm a skeptic, so as with the other repair methods, I use a heat gun to dry out the area as much as possible.

I have found that for fairing out, an exterior **spackel** works fine. Two years ago I used it on Northstar's outside cabin top to repair a gouge. I forget where. GRP

**EDITORIAL NOTE:** Many thanks to GREGG POTTER for starting this helpful column! Readers are cordially invited to submit information on wooden boat construction, restoration and repair to GREGG. His e-mail address is MODH28@aol.com and the one at home is 5236 Nutmeg Street, San Diego, CA 92105.

## 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

# MYSTERY BOAT RETURNS HOME TO AUSTRALIA AFTER FIFTY YEARS IN AMERICA!!

By Jack Hamilton & Annie Kolls

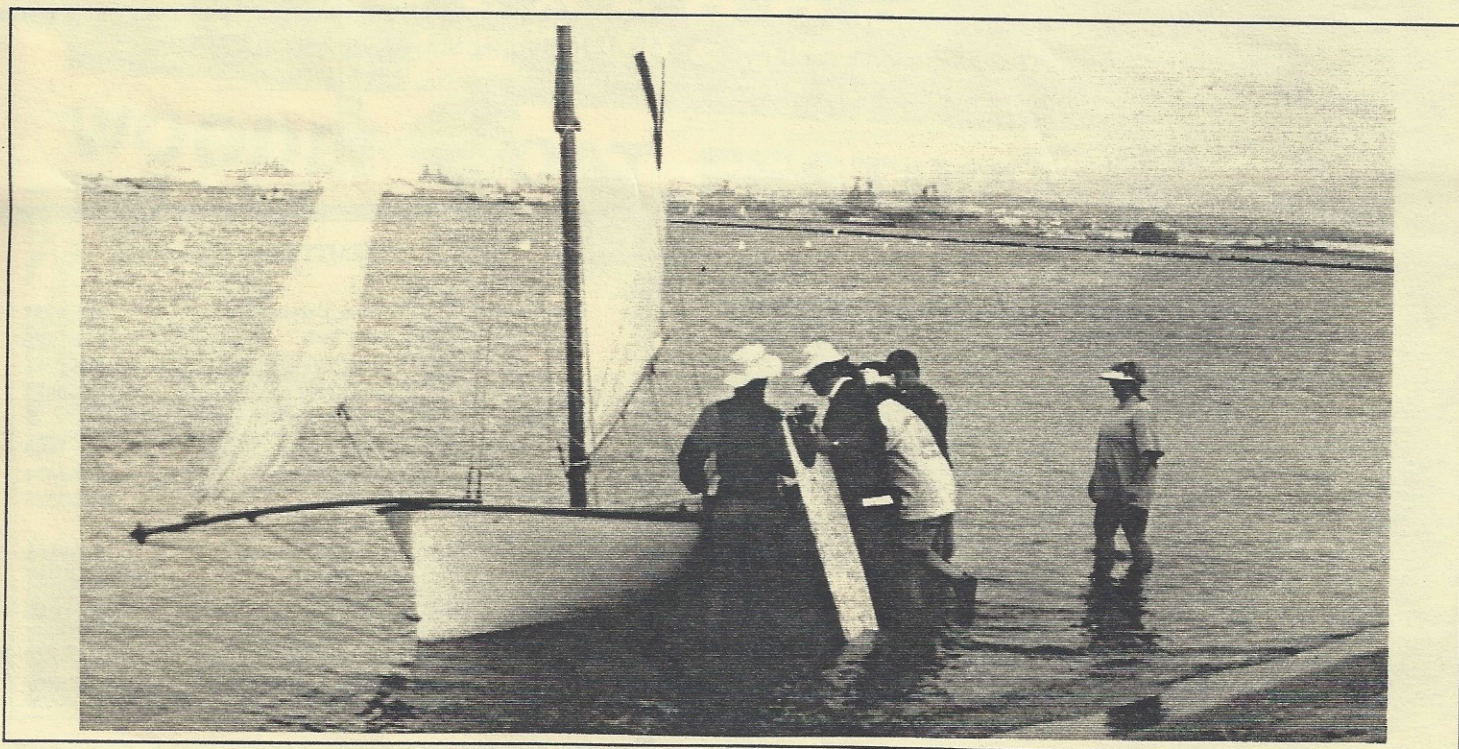
In 1939, legendary Australian designer and boat builder NORM WRIGHT built the 16' skiff **FURY** for his brother-in-law VIC DIXON.

*"She is planked with Australian red cedar, with perfectly grown knees of the Ti tree. She contains Bunya pine, mangrove, Oregon pine and silver ash. Fasted with about 2,500 handmade nails of different sizes, she is open, Gunter gaff rigged, with hollow wooden spars, running back stays, a 14' boom, and carries 220 square feet of working sail. Her plumb bow is blunt and round at the top, and razor sharp at the waterline. She has a huge "barn door" rudder.*

*In her day, it took a crew of five to race her. The positions were helmsman, Sheet Hand, Bailer Boy, Swinger and Forward Hand. With her Spinnaker and balloon jib up, she carried 450 square feet of sail. FURY has an Egyptian cotton spinnaker, outrageously long 2-part wooden spinnaker poles, and her hemp snotter (a loop which wraps around the mast-end of the spinnaker pole.) The jaws of*

*the gaff boom, which rest against the mast, still have their leather linings. Her "bumpkin" or bow sprit is about six feet long, and curves downward under tension, affixed to the boat at the waterline by two flat steel straps. She carries a large black "V" in the middle of the battened mainsail. Her centerboard is a 90-lb. Piece of steel which drops straight down into a trunk slot, and hangs about 2 1/2 to 3 feet below the hull. If you raise her sails on a windless day, even with the centerboard in the down position, she will roll right over on her side with no one aboard. Her only ballast is her human crew, and all five members are very busy on a downwind run with a spinnaker up.*

*It is addicting to sail her! Whether now in 1997 or in 1939, when she won her first race. Like having a tiger by the tail, she takes off, always before you are really ready, and I need both hands on the tiller. As her speed increases, the centerboard begins to vibrate, faster and faster, like an engine in a car as you press the accelerator down more and more. It takes all your concentration as the helmsman, and your crew must choreograph their movements on each tack or jibe, like ballet dancers. On the straight run just off the being of boat and crew alike. For if you waver, or lose concentration, look away, or try to do anything but steer the boat, you and your crew will spend the rest of the day in the water. The seriousness of such responsibility is matched only by the terrible thrill of having all that power at your command, and the siren call of speed! It's terrifying, electrifying, euphoric. You cannot resist the urge to scream with elation." (Quote from the book Gift of the Fury by ANNIE KOLLS, as yet unpublished)*



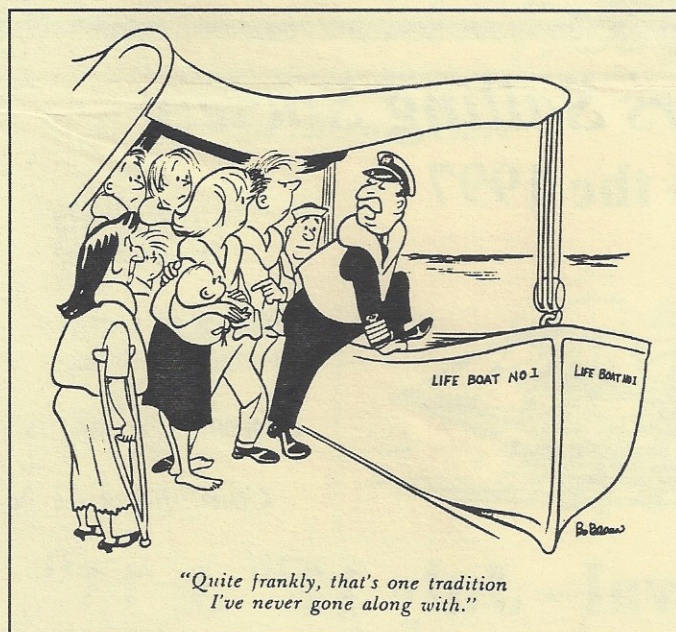


first-time effort! Add to that about \$250.00 in sales at the last General Meeting and \$113.00 in sales recently from DOWNWIND MARINE and if we have a good start on the expenses for the other coming events.

The area assigned for the yacht display began a little weak but ended up in the best spot of all. Initially AMSS had been assigned to the outer dock but when several commercial fishing boats got underway early, STEVE and GREGG offered to bring their boats to the dock right by the Sportsfishing Headquarters and right along side the children's fishing concession. It tripled the crowds coming aboard.

GREGG POTTER had fun with one little guy. As he approached NORTH STAR, he held out a \$5.00 bill - thinking there must be an admission charge. GREGG, with all the solemnity of the Lord Mayor of London, told the lad that the price of admission was just five dollars --- but that he would give him a chance to recover it -- if he could answer a question. The boy said he'd try. GREGG asked, "Waht are you standing on?" "A wood boat." - the boy said. "Right you are!" GREGG replied, "and here's your money back -- come aboard!" A small crowd applauded the jovial repartee, and the parents beamed, took photos and even bought AMSS T-shirt.

WALLE reports that Day-at-the-Docks Director - CATHERINE MILLER was so delighted with having AMSS at the festival that she has invited us back next year with the promise prime spaces.



## 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.

## AMSS CREW LIST

The current AMSS Crew List consists of the members indicated below. They are available through individual arrangements for both official AMSS events and even for 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
	Racing/ Day Sailing /Cruising
RON STRATHMAN	283-1600
25 years experience	Racing
GEORGE WHEELER	271-8629
50 years experience	Ocean Sailing/Cruise

## ALL HANDS INVITED TO HELP IN WOODEN BOAT FESTIVAL!!

The Wooden boat festival is rapidly coming at us. You may have already received your application. Please get it back to me as soon as possible so we can plan where to put your boat, and also have an idea of the number of boats that will come. We are planning to have some 'back up boats' this year to fill in for the no shows. Your response is due by June 9th.

This year's judging will be done by non-affiliated judges. Several 'New' vendor categories have been added to old favorites who are returning.

We are also going to add some displays and activities for both adults and kids. This year, we are doing all we can to emphasize the "FEST" in the Wooden Boat Festival.

Please pass the word to Skippers with boats and folks who would enjoy helping us.

For information call GREGG POTTER -- at home at (619) 264-1024 or at work at (619) 545-4918.

**GREGG POTTER**  
Wooden Boat Festival Chairman

### 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

The Archaeological Institute of  
 America, San Diego Society  
 and

Ancient Mariners Sailing Society

present

“BENEATH an INDIGO SEA”

by

Jerome Lynn Hall, Ph.D.

As Director of the MONTE CRISTI Shipwreck  
 Project, Dr. HALL presents a fascinating  
 cavalcade of shipwreck discoveries - worldwide.

May 14, 1997 at 6:30 p.m.

**SOUTHWESTERN YACHT CLUB**

2702 Qualtrough, Stree, San Diego

No Admission Charge! Open to the Public!

## Ancient Mariners Sailing Society

### Presents the 1997

**60 + Wooden boats**

To Visit and Tour

\*\*\*

**Talk to the Captains**

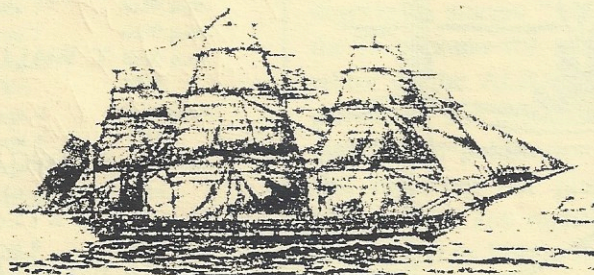
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**Hear Tales of the sea**

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**Raffles and Prizes**

Daily



**Craft/Skills**

Demonstrations

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**Races & Games**

for the Kids & Adults

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**Pancake Breakfasts**

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**Come have FUN**

# Wooden Boat Festival - July 12<sup>th</sup> & 13<sup>th</sup>

At the Kona Kai Marina and Resort on Shelter Island