

# SAN DIEGO BAY CALIFORNIA

From a Trigonometrical Survey  
under the direction of A.D. BACHE Superintendent of the  
**SURVEY OF THE COAST OF THE UNITED STATES**

Triangulation by R.D. CUTTS Asst.

Topography by A.M. HARRISON Sub-Assistant

Hydrography by the Party

under the command of Comdr. JAMES ALDEN U.S.N. Asst.

Scale 46000

1857

## SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The *Kele* also, which extends from False Bay along the land to and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Trends in entering the port may pass through the *Kele* off the point, from the eastern edge of which steer N.E. (N 17° E) till up with Pt. Loma, the bar having been crossed when there is 22 feet at mean low water, and having, say half of the village on the Plaza open past Ballast Point, haul up and steer in that direction N.W. (N 12° W) to the anchorage.

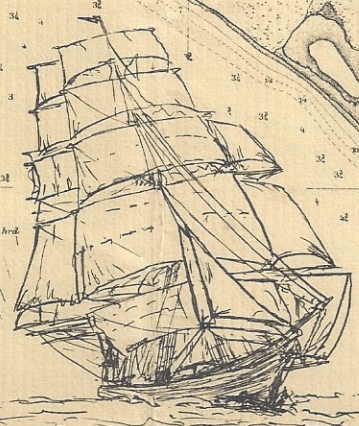
In leaving while standing to the Eastward do not approach the *Zuni* Shoal too closely as it is very abrupt, but to the Westward where the water shoals very gradually the bar will be a sufficient guide. Between Ballast Pt. and the *Villages* there is a shoal with 12 feet of water on it at mean low tide, but being out of the channelway it is no obstruction, except to vessels of heavy draft working to windward. Beyond the *Plaza* the Channel is clearly marked at low water and its limits are more or less defined at any stage of the tide.

Bound into San Diego from the Northward, care must be taken not to mistake *Pt. Loma*, as they resemble each other, particularly when the weather is hazy. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.



ANCIENT MARINERS SAILING SOCIETY  
P.O. BOX 80582  
SAN DIEGO, CALIFORNIA 92138

SAILING DIRECTIONS



# ALBERT ROSS

October  
1976

OCTOBER 1976 VOL. 3 NO. 1

## MEETING

- Oct. 28 General Meeting - Elections  
Corinthian Room  
7:30 p.m.
- Oct. 30 Halloween Cruise  
Glorietta Bay
- Nov. 18 General Meeting
- Nov. 20 Half-Pint-of-Rum Race
- Dec. 19 Xmas Parade of Lights

### MEMBERSHIP

We would like to welcome the following new members of our society:

"Solveig" Kramer & Meredith Rohfleish  
"Nani Kai" Kenneth Edwards  
"Lee Way" William Cooley

### ACCIDENT

An unfortunate accident occurred on the way to the last general meeting. Tish and John Daley were struck by a car while riding their motorcycle. We wish you a speedy recovery. (Tish is at the Kaiser Permanente Hospital.)

### NEW EDITORS

Marjie Carver at 298-8422 and Darlene Spriggs at 296-0682 will be the new editors. Please feel free to send suggestions or articles to us at P.O. Box 80262, San Diego, California 92138.

Champagne corks popped, toasts were made all around and after a real bon voyage from many friends and neighbors we let go the lines at 1:30 p.m. on the 6th of July.

I took the helm while Bob and the boys set sail and the wind soon filled the sails heeling the boat gently. We sailed by Southwestern Yacht Club and fellow members fired shotgun and cannon in final salute to 'Sea Witch' and her crew. It was a touching moment for us especially since we knew that we might never return to San Diego.

We were finally off on a big trip! Pt. Loma's skyline appeared very beautiful and familiar on this day. It was good to be going but difficult to leave behind good friends and head into an uncertain future. I looked at Susan and her lips began to tremble. The two of us shed some tears.

It was near sunset when we started around North Coronado Island and Stephen caught an albacore. It was a good sized fish and just had to be a good omen for beginning our trip.

The wind fell light that evening and Bob switched on the engine. We motored through the fishing fleet most of the night.

A breeze began to rustle early in the morning and we set sail. The skies were overcast and the seas seemed to be building. Sea sick pills were passed among the crew. The wind and seas had increased enough by noon that Bob and the boys reefed 'Sea Witch' by furling the mizzen and jib and she jauntily went on her way under main and staysail. 'Sea Witch' loved it while her crew hung on trying to attune their bodies to the ever constant motion of going over one wave after another.

By nightfall the decks were continually awash with spray, but 'Sea Witch' took care of herself so nicely that the Captain said the night watches could be stood below.

Conditions were no calmer. By morning the winds were force 7-8 with seas around 20 feet, decks awash, spray breaking over cabin and 'Sea Witch' continued to plow through close on the wind under main and staysail. Bob wanted to stay north of Guadalupe Island and we had no trouble under these conditions.

## "Sea Witch"



A strange experience late in the afternoon all sitting below usual odor invaded. All of us agreed was pine and Bob passage from Mch will smell land no land".

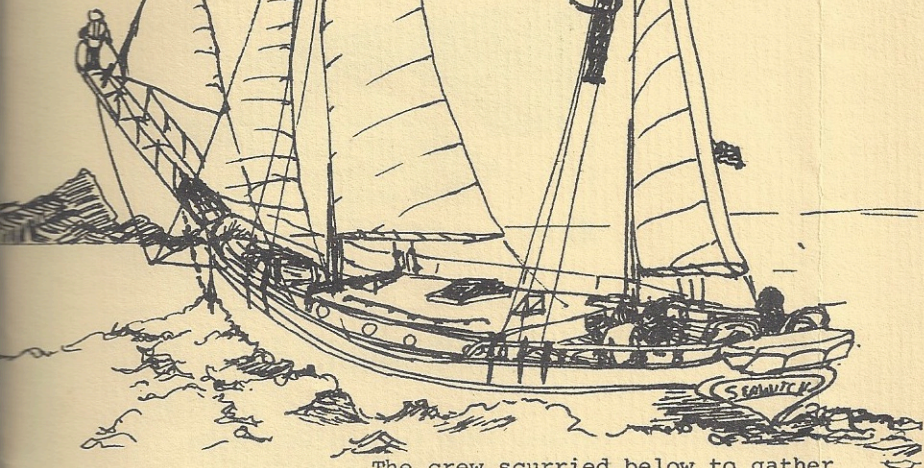
Children as a source of joy as we were about 30 sea having a rat there sat Susan surrounded with totally happy as always did a good 'official morale

By now the Cap had broken into. The routine course standing watch, shut eye, grabbed and beginning all time seemed to s we knew what day keeping a daily nice change of p cerned and worried what was happen little world.

July 9 the sun for the first time Bob ran below to and take it tops shots. This was tunity to work o

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The crew scurried below to gather all our wet gear so that it could be taken topside for airing and drying. The seas had abated a little, but the wind held and 'Sea Witch' continued on her own. The children passed time below playing black jack with Susan sitting with a calculator to help add her score..what a way for a 5 year old to learn her addition!

By evening the seas were calm enough that I fried the albacore for supper - I took no chances and used our Sea Swing burner! The fresh fish tasted good, especially since by now the crew had their sea legs and everyone had given up the sea sick pills.

No sunny skies to awake to in the morning, but the seas were quieter and were more off the quarter. 'Sea Witch' steered herself until this day. The breeze lightened about 4:00 p.m. and we were back at the helm with 'Sea Witch' sporting full sail.

It was the morning of the 11th that we noticed significant changes in our environment. The seas were nearly flat and the color of the water had turned to a deep blue. The sky was filled with white, fluffy clouds and squall lines were scattered along the horizon, but best of all were the beautiful patches of blue sky that peeped through the broken clouds.

Bob and the boys set the spinnaker for the first time this morning. The wind was quite fickle but fair progress was maintained by being able to keep the spinnaker pulling.

We held an afternoon scrub down topside and in the midst the fishing line began to sing. It was soon evident that there was a real big one on the end of the line and that Stephen had his work cut out for him. What a fight it was, but he landed a prize Mahi Mahi that was taller than Susan. We were fascinated by the way it continually changed from one color to another. There was sure a lot of meat on this one!

The spinnaker was still set and pulling as night approached and I suggested to the Captain that it might be prudent to douse the spinnaker for the night. He called a crew meeting and my suggestion was overruled. In spite of my uncertainty at being alone at the helm with the spinnaker set it did go well and 'Sea Witch' had a good night's run. I might become a sailor some day!

A beautiful, warm sailing day dawned. The kind of day that makes getting through all the bad stuff seem worthwhile. The sky was filled with squall patches but the breeze was warm, seas calm, and 'Sea Witch' was making good at 6½ knots.

The 15th was another day of light winds with only an occasional squall passing by to fill the sails. So far we averaged 120-130 miles per day. Where were the trades?

A little sunshine the next day, so we did some cleaning and varnishing. The continued spray soon made a mess of the varnish with a little help from the hot sun. We still could not believe the light wind, but we did receive weather information from Hawaii and felt good at having only 1,000 miles to go. We were getting anxious for a landfall.

July 17th was a hot, hot day with light winds. We took advantage of the day by having a good scrub down. Susan thought it was quite novel getting her hair washed in a bucket of salt water. Rinsing everything in fresh water assured clothes drying. I did only light laundry, aired the bedding and found by now we lived in swim suits

and shorts. I never found any detergent better than Joy for cutting the salt water and getting plenty of suds.

The next day was cloudy and not as hot. The wind was more steady and stronger, so we hoped for a good day's run. I was running short of ideas on canned dishes to serve for the evening meal. The children, especially, were beginning to turn and give me strange looks when supper was served.

During the heat of the day we dreamed of cold drinks, ice cream and steak or hamburgers. Bob and I were thrilled at how well the children had been on the whole voyage. They helped keep up our spirits during those monotonous periods.

Our big disappointment of the evening was not being able to receive Mystery Theater on the radio at 7:00 p.m. It had become a nightly ritual to gather around the radio and listen to the program, but being out of range of L.A. was good news in itself.

'Sea Witch' was becalmed some of the next day and I decided to open my barbering service. Everyone received a hair cut except the Captain who was busy working on the engine.

Supper was a nice treat and we started reminiscing as we ate our pork roast, a gift from Kay and Tom Clemmons and finished the last drinks of wine from the bottle that Doug Smith had presented to us. It was nice to think of everyone and wonder what they were doing and if they sometimes thought of us as well.

On the 21st we finally came upon the trade winds. The crew poled out the balloonier and with following seas and a good breeze blowing from astern we zoomed along wing on wing.

We were sailing along at 8-9 knots and making 150-160 miles per day.

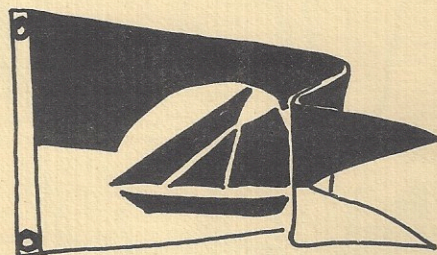
The wind steadily pushed us along through the 23rd. On this day we spotted Maui for the first time. It was barely visible above the clouds on the horizon. It felt good to be so close! The Captain set a course for Lahaina and we hoped to be there before nightfall.

By late afternoon it was evident that Lahaina was too far to reach by dark. We changed course for Kahaliu and crossed our fingers hoping that we would not have to heave to for the night. The wind was strong and under full sail, her rail awash, 'Sea Witch' romped merrily on her way making 9-9½ knots. Even at this speed it would be close. Dusk arrived and we were still outside the harbor looking in. Bob took to piloting and it was quite a job. Stephen was at the helm (no easy job at that speed) Dwayne stood by for sail changes, and Susan and I stood by anxiously awaiting the outcome. Right before nightfall we entered the harbor. Bob did not want to wander around a strange harbor in the dark so we tied alongside the wharf. It was so quiet and peaceful inside the harbor. No wind whistling through the rigging, the boat was not moving up and down and the strangeness of being stationary. What a great feeling knowing we had arrived and that we could sleep the night through.

Arrived Hawaii, Island of Maui, Port of Kahalui, the 23rd of July at 7:45 p.m. 17 1/3 days since our departure from San Diego. Feels great to have made a good trip!

More on our first impressions of the Hawaiian Islands to follow.

The Driscoll's



## THE HELM

October 28th is a particularly important date for all members of our society. On this day we will hold our annual business meeting for the purpose of selecting and voting in the 1977 Officers and Board of Directors.

It is extremely important that as many as possible attend so that the society will benefit from the participation and input of ideas from the membership.

See you all there!

Bob Spriggs

## ON GOING RACE

Bill Clark, Doug Smith, Pat Hord, Larry & Lee Fossom and the Geraghty's were at Red Sails for breakfast, but as far as I know the Fossom's 'Revelee' was the only boat that actually went sailing!

Remember, the Saturday following the general meeting all A.M.S.S. members meet at the Red Sails for breakfast, discussion for race or cruise. You can also meet at the starting point off Ballast Point at 11:30 a.m.