

An Hisnop  
 1679 Sunset Cliffs Blvd.  
 San Diego, Calif.  
 92107

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

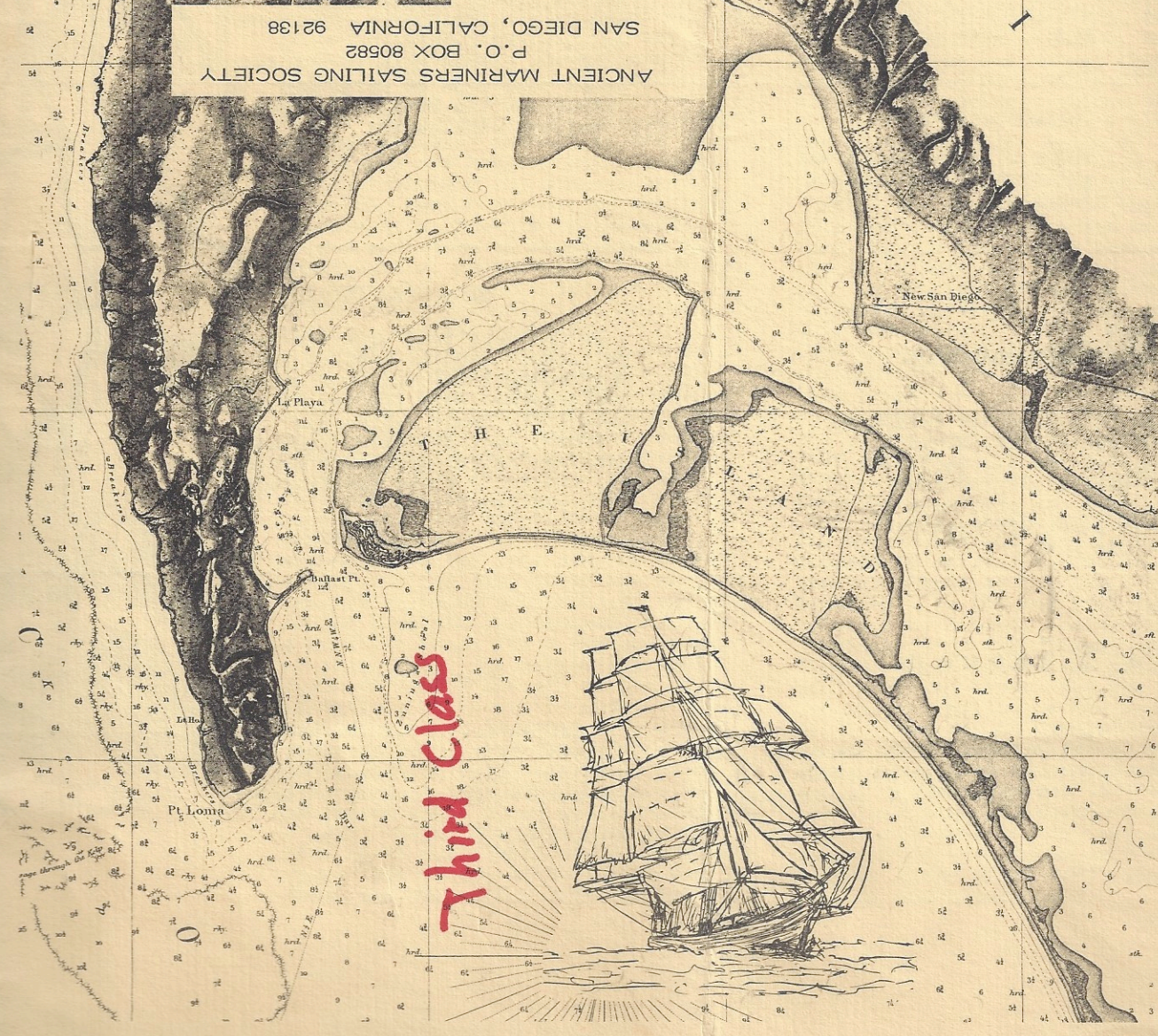
# SAN DIEGO BAY CALIFORNIA

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

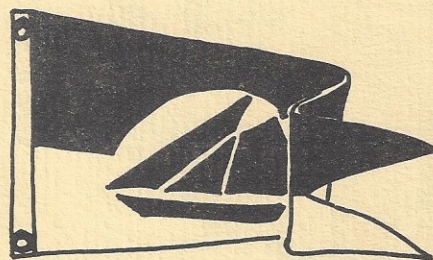
*Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kips also, which extends from Falis Bay along the land to, and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Vessels in entering the port may pass through the Kips off the point, from the eastern edge of which steer N.E. (N 175° 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 117° W) to the anchorage.*  
*In boating while standing to the Eastward, do not approach the Zurings. Stand 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 Village 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 for 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.*



Third Class

# ALBERT ROSS

November  
 1976



## Calendar

November 18 GENERAL MEETING  
7:30 P.M.  
Corinthian Room-SYC  
Guest Speaker:  
Captain K. Reynard  
of the Star of India  
and San Diego Maritime  
Museum Association

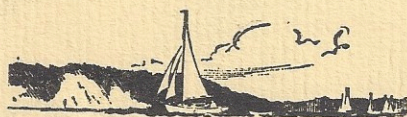
December 2 Board Meeting  
7:30 P.M.  
SYC

December 4 Half-Pint-of-Rum-Race  
NOTE: Date change

December 19 Xmas Parade of Lights

January 28 Commodore's Ball

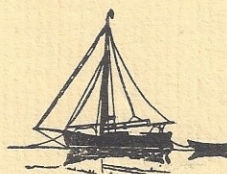
THERE WILL BE NO GENERAL  
MEETINGS IN DECEMBER OR  
JANUARY



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.

## Elections

Please return all ballots to the General  
Meeting (November 18) or mail to A.M.S.S.  
P.O. Box 80582, San Diego 92138 postmarked no  
later than November 18.



## Cruisin'

A.M.S.S. member Harry Steward,  
along with brother Rick recently  
returned to San Diego aboard Harry's  
30' gaff headed Block Island sloop  
"Islander".

They spent one year and traveled  
approximately 12,000 miles  
cruising the Marquesas, Tuamoto's  
and Society Islands.

On the return trip to San Diego  
stops were made at Christmas  
Island and the Hawaii Islands.

Welcome back Harry!

## HALLOWEEN CRUISE

As darkness fell upon Glorietta Bay  
out popped ghouls, goblins and superman!  
Many members and children dressed in  
costumes and were tricked or treated  
aboard the boats rafted up.

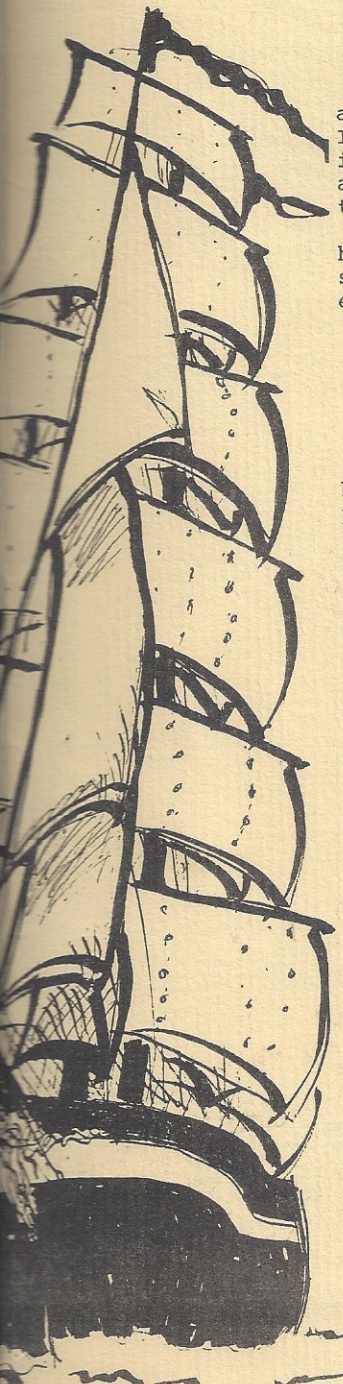
Irena, Pacific Child, Nirvana,  
Jonathan Swift, Atatlanta and Clara were  
all present for the festivities.

It was great fun!

## 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.

# Har, the sea is in me bones . . .



The following article was taken from a San Francisco newspaper in 1889. It is about Captain W. H. Marston who is Hugo Carver's Great Grandfather, and a sailing ship under his command, the 'Andrew Welch'.

Several members of Hugo's family have been associated with the old sailing vessels and he has been kind enough to share it with us.



A well-finished, handy sized iron barque, named the Andrew Welch arrived yesterday from Glasgow. She was launched by Messrs. Russell and Co. at Kingston, Port Glasgow, on August 30, and is of the following dimensions - Length-195'; breadth-36'; depth-13'9". Her net register tonnage is 864 tons. Her owners are Messrs. Welch and Co. of San Francisco and she was named after the senior partner of the firm. Captain W. H. Marston has command. He was sent home to superintend her construction, representing the owners, who specially require her for the trade, sugar principally., between Honolulu and San Francisco.

Captain Marston is well-known at this port, having visited here in the barque Lady Lamson upon various occasions. He has cause to be proud of his new hip. She possesses all the characteristics of a useful vessel, a good carrier and a fair sailer. In style she is of the usual order, with a poop and top gallant fore-castle. A deck house comfortably accommodates the crew and the cook's galley. On the fore-castle she carries the new style of lighthouses, and aft in the poop she has accommodation of a superior class for a limited number of passengers. The master's private suite of cabins are aft in the elliptical stern of the ship, and are most completely finished. There are four staterooms-two upon either side of the saloon-with steamer style of entrances to them and each room with two berths, besides a well-upholstered lounge. The toilet arrangements are also up to the latest style. Revolving chairs are fitted along the dinner table and the saloon fittings are

handsomely finished in bird's-eye maple inlaid with flowers and divided into panels by fluted, polished teak pilasters, surmounted with handsomely formed floral mouldings in gilt. In the trade for which she is intended the saloon accommodation will very likely be in demand and it certainly will be found to be all that could be desired on board a sailing packet. The ship herself has a tolerably good entrance, and is clean about the heels. She is well sparred and square, carrying a good spread. She has rise enough forward to keep her well dry in ordinarily rough weather, and she should make a good bad-weather vessel. Her present cargo is a full one putting her well down in the water, and the maiden voyage was longer than was expected owing to light N.E. trades. A most distressingly sudden death occurred on the passage, a little boy of the Captain, dying of suffocation, the result of a piece of fruit sticking in his throat.

During the voyage one of the sailors fell overboard. A gale was on at the time, but by the prompt action of the master, a boat was lowered, and in half an hour the man was restored to his berth on board, wet and cold, but hale and hearty.

The barque left Glasgow on October 3, and Greenock on the 5th.

Had fresh S.W. gale for several days in the North Atlantic, and the ship was hove-to off and on, particularly from October 15 to 18, when fearfully heavy and dangerous cross seas were tumbling on board.

Got the N.E. trades October 21 in 26N and 23.19W and lost them October 28 in 10.42N, 25.35W. Squally weather thence to the line, crossed November 5 in 29W and took fairly strong S.E. trades, losing them November 15 in 25S, passed the Cape of Good Hope in 42S getting good westerly winds. Had one or two bad weather spells to the eastward of the Cape but no damage from them. On the 26th Ellery Marston, aged three years died as stated and was buried the next day.

The Leuwin meridian was crossed in 45S on December 31 and Tasmania was rounded with fresh westerly weather since which very changeable weather was experienced.

# "Clara"

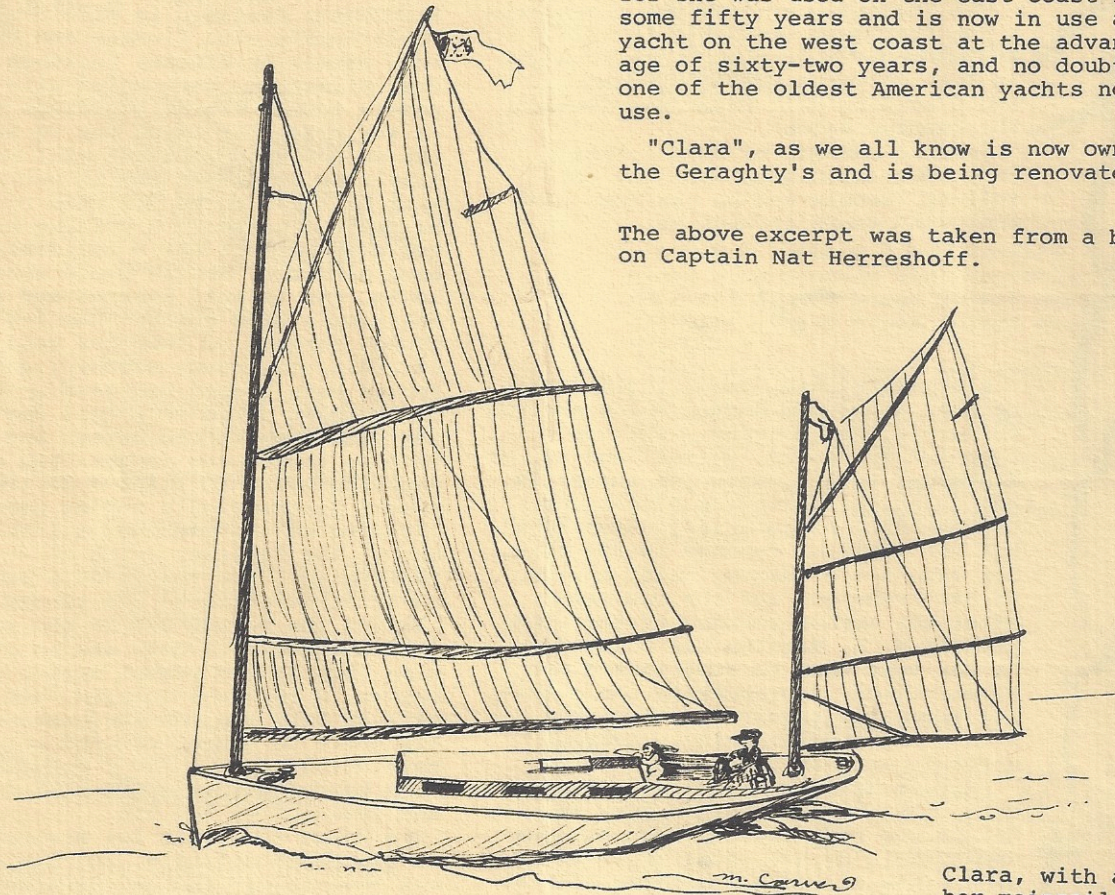
Captain Nat Herreshoff built "Clara" a catyawl, thirty-five feet O.A., twenty-nine and one half feet L.W.L., nine feet eight inches beam, and five feet draft, which was used in the seasons of 1887 to 1890.

Her model was somewhat like the English cutters which at that time were popular in this country, but her sail plan was similar to the sailing canoes of that era with full length battens and a batwing sail.

"Clara" must have been carefully built for she was used on the east coast for some fifty years and is now in use as a yacht on the west coast at the advanced age of sixty-two years, and no doubt is one of the oldest American yachts now in use.

"Clara", as we all know is now owned by the Geraghty's and is being renovated.

The above excerpt was taken from a book on Captain Nat Herreshoff.



Clara, with a reef in her mainsail

## BOOKS

"Great Sailing Ships", by Otmar Schauffelen.

Interesting stories on sailing ships in operation today and great pictures.

Can be checked out at the Central Library downtown (#387.09)

## SEA CHEST

British Seagull & gas tanks	\$250
Art Specht	239-3757

Members wishing to place items in the Sea Chest please contact the editors.