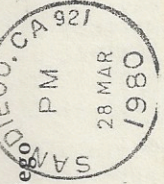


Letters  
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USA 15c

Ancient Mariners Sailing Society  
P.O. Box 6484, San Diego  
California, 92106



AL HISLOP  
1890 LINBROOK  
SAN DIEGO, CA. 92111

# 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 STA

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.A. Asst.

Scale 46300

1857

## SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kelp which extends from False 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 Kelp off the point, from the eastern edge of which starboard (S) will run 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 30° W 3/4 W to the anchorage.

In leaving while standing to the Eastward, do not approach the Zenteno 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 Village there is a shoal with 12 feet of water in 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 False Pt. 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 unpracticable except in very smooth weather.

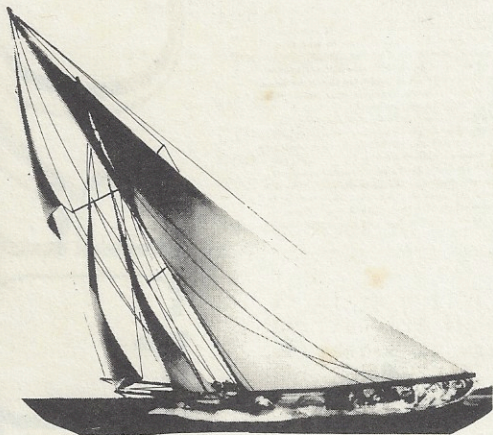


# ALBERT ROSS

MARCH 1980

BOARD MEMBERS - 1980

Commodore:	Paul Mitchell	226-1133
Vice Commodore:	Mike Williams	291-3675
Secretary:	Tom Belair	286-2470 453-6566
Treasurer:	Sandra Franks	225-0630
Members:	Bill Clark	297-2795
	Steve Flanagan	224-2121
	Chris Frost	442-2533
	Mike Lewis	223-5154
	Lonnie Lynch	226-8159



\*\*\*\* "J" BOATS RETURN \*\*\*\*

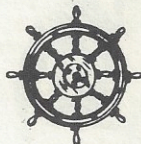
The April General Meeting will feature one of the clubs' favorite programs.

Jack Woods will be our guest speaker and will narrate his film on the great "J" boats which he filmed in the 30's.

That's 7:30 April 3rd at Silvergate Yacht Club.

TAKE NOTE!

Joe Coppola, owner of the 32' Winslow yawl SEA SHARP, wants a crewmember with spinnaker-handling experience for future AMSS races. He may be reached at home, 232-3414.



FROM THE HELM

THIS IS IT ... Summer is on its way and all that it means. We have our "practice" race, the "Fools Regatta". Soon following comes Daylight Savings Time and the Beer Can races on Wednesday afternoons. This means the full on season of activity will soon be under way: Weekend raftups on Glorietta Bay ... races ... Catalina ... and more daylight time to (hopefully!) get all of the things completed on the boat to keep up with the summer schedule.

On top of all of this your Commodore is going to ask you to do just a little bit more. We are all proud of the Ancient Mariners Sailing Society. It is a unique organization, whose purpose is to promote the sailing of our vintage vessels and to have a good time doing it. But when I look around, I see there is a multitude of very fine classic yachts in San Diego that for one reason or another are not sailed. Although the owners may find themselves every bit as enthusiastic about their boats as you or I, they are not enjoying the sport as we are.

They need our help. Everyone in our club should take the time to walk down your own dock, stop by one of these fine yachts, introduce yourself to the owner, and invite him to one of our meetings or to one of our races as your guest. Less than 20% of the yachts in San Diego that would qualify for our club are members. We have a good time; let's share it. We would be doing them a favor and we would be doing the club a favor.

Belonging to the Ancient Mariners Sailing Society has been very good for me and for WHITE CLOUD. The events have at times been the instigation I need to get my act in gear and get my boat away from the dock. I have always had a great time. The world's best parties are the AMSS raftups. Now is the time to share this with those who haven't been with us. We can do it if each one of us finds one other "Ancient Mariner" who is not a member and get him involved one time. From then on he'll be hooked.

Paul Mitchell

## NEW MEMBERS

The Board wishes to welcome some new members to the Ancient Mariners.

MALOLELEI (Ex-MAYFARER) owned by Russell J. Kneeland is a 50-foot Alden marconi-rigged ketch, built at South Coast in Newport, Ca. in 1932. Since then she spent much time in the San Francisco area and also in Oregon and Puget Sound. She has been in the San Diego area since around 1969.

The Kneelands have sailed her up and down the coast between San Diego and Salina Cruz several times and visited such places as Socorro, Clipperton and two trips to the Cocos Islands.

In 1976 they did a complete rebuild job on her in San Diego, which included: refastening, new standing rigging, mast refits, new engine, deck, sails, galley and cabin sole.

Malolelei is a Tongan greeting. It means "Thank you for being well".

SUNDANCE owned by Ken Brown is a 39½-foot Sparkman Stephens designed sloop. She was built in 1965 in Yokosuka, Japan of double-planked mahogany.

Under the name PAM she was successfully campaigned as a racing entry in many regattas out of Los Angeles Harbor, then raced out of Newport under the name ROBIN.

SUNDANCE is well equipped for cruising, having spent the last 6 or 7 years exploring every possible anchorage around Catalina, San Clemente, Santa Cruz and Santa Rosa Islands, plus coastal harbors from Oxnard to Ensenada.

SEA SHARP owned by Joe Coppola is a 32-foot marconi yawl designed in 1942 by Ralph E. Winslow (plan #216) and built in Garden Grove, Ca. at the Osborne S. Carmichael yard. The hull was finished in 1942, set aside during the war to be launched in 1946.

SEA SHARP is mahogany planked over steam bent oak frames. She carries a beautiful extended sail plan on her raked masts.

Old San Diego salts are familiar with her, as she was actively campaigned in the Newport-Ensenada races in the 40's and 50's.

ASSOCIATE MEMBER: Wendy Thatcher was accepted as an associate member and has since shown great energy and enthusiasm benefitting the club.

WELCOME NEW FRIENDS!

## DINGUS BOYCOTTS OLYMPICS

Moscow(UPI)...The United States' hopes for a gold medal in Olympic sailing were dashed today when it was announced that DINGUS would not participate in the Moscow Games. Prior to this announcement it was widely believed that DINGUS was the only boat which had a chance to beat the fiercely competitive yacht from Afghanistan, BANANNASTAN.

There had been rumors that DINGUS' owners feared she would not pass the chromosome test; however, reliable sources claimed that the boycott was in support of continuing pressure on the Soviets by the Carter Administration.

## FOR SALE

32-foot Atkin ketch, gaff main, marconi mizzen. Newly painted and hauled. Built 1957.  
Call Dr. Edward Bowler, 223-2569.



TERRORISM STRIKES AGAINST THE ANCIENT MARINERS

In a resurgence of political activism in San Diego, guerrillas recently struck our organization. In a well orchestrated, lightening-quick strike, a group of renegade wood hull owners (thought to be a splinter group) captured and held hostage the varnished boom and mainsail of WHISPER.

Mike Williams and Sandra Franks, owners of the captive hardware and members of the "April Fools" race committee, couldn't be reached for comment. They told authorities that they were extremely worried about the booms' condition, as it was undergoing medical treatment. Mike claims it was snatched without its much-needed medicine - vials of varnish - without which it would shrivel and die!

There was no physical description of the captors, except that they wore dark glasses to protect their eyes from moonlight reflections off the varnished surface.

Early the next morning at the Albatross, a crumpled ransom note wrapped around a chunk of Marine Tex was hurled through my window. This terrorist communique is reprinted below:

"To the Running Dog Editor of the Albatross!

This is to inform you that we, the Popular Front for the Liberation of the Port Tack has arrested and is holding hostage the mainsail and varnished boom of WHISPER, the most decadent boat in the Ancient Mariners.

If you want to secure the release of the hostages, you must comply with the following demands:

1. Print this list of demands in the Albatross so all others will know the consequences of flaunting such decadence as varnishing your whole boat!
2. Using such clowns as Lonnie Lynch, Louie, Dale Braegger and the Frost Bros. to haul WHISPERS' mast at San Diego Yacht Club violates copyrights held by Laurel and Hardy and the Marx Bros.
3. Our most important demand! We of the Popular Front for the Liberation of the Port Tack demand that the Port Tack get the right of way in the upcoming April Fools Regatta, and that anyone yelling starboard be immediately rammed by Nirvana.

If our demands are not met we are resigned to putting the hostages on trial for decadence, and if found guilty, will be sanded, primed, and painted!

P.S. Don't look in Dales' garage - they're not there. And don't call the Police!"

Long live the Port Tack,

The Aye A Told You So Highly Kockamamey

Editor's Footnote:

Happily, before the demands were met, authorities apprehended the members of the terrorist organization by staking out all "git-rot" and "Deks Olje" dealers. They found the ringleader buying a 3/4 lb. kit of Marine Tex and grew suspicious after asking if he wanted a bag for his purchase. "No", he explained, "I'll eat it here"!

So WHISPERS' boom and mainsail are safely returned, but I'm still looking over my shoulder for Hugo before I yell "Starboard".