



FROM THE FRENCH GOVERNMENT CHARTS CORRECTED TO 1910-11.
with some additions & corrections from Surveys by Captain W.F.W. Owen. R.N.; 1824.

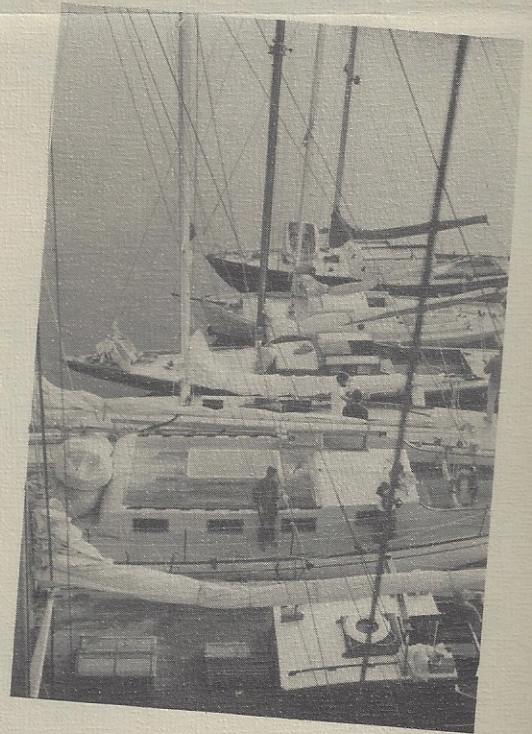
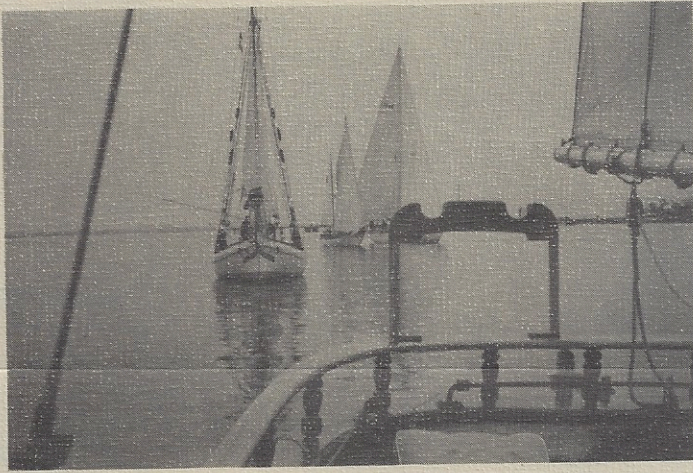
Place	Tidal Information				Datum to which Soundings are reduced
	Low Water	Mean High Water	Mean Low Water Springs	Mean High Water Springs	
Diego Suarez Bay	IV. 14m	77 feet	52 feet	48 feet	
Ambavanibe	IV. 18	73	51	46	
Courraie	IV. 22	102	74	6	
Andranomandi	IV. 23				

cal. coral, g. gravel, gy. grey, m. mud, r. rock, s. sand, sh. shells, st. stones.
All heights are expressed in feet above High Water Springs.

All Bearings are True (true - 126° etc) and are given from Seaward.
SOUNDINGS IN FATHOMS

ALLBATTERS

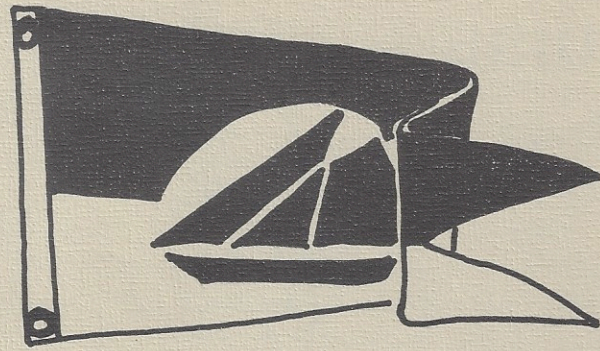
November
1975



ABOUT OUR COVER

THIS CHART WAS LITHO IN 1824. AS YOU WILL NOTE: NAME IS MISSING. CAN YOU LOCATE? THE LAND OF ODD CUSTOM.

THE ALBATROSS IS EAGER TO
SHARE YOUR STORIES AND
VIEWS WITH OUR READERS,
PLEASE HELP.
EDITOR - E ARMSTRONG
4158B MT ALIFAN PL S.D.S



MEETING

Our nominating meeting was brought to order and in short time the business of the day was taken care of. The nominating committee submitted a list of names to fill the offices and seats on the Board of Directors. Nominations from the floor were called, none were forth coming and Bob Lynn made the motion that the people contacted by the nominating committee be approved as next years' officers. The motion was seconded and approved by all the members present.

The Board of Directors for 1976:

Bob Spiggs, Commodore
Ed Lewis, Vice Commodore
Prisky Geraphty, Secretary
Margrie Carver, Treasurer

BOARD

Tom Clemmons John Nosworthy
Bob Lynn Hugo Carver
 Doug Smith

The new Board will take over at our annual meeting in January. Plans for that meeting are being formulated and more details will be forth coming.

The November and December meetings have been cancelled due to the holidays in each month. However, in December, there will be the Christmas Parade of Lights. QUEEN MAB's owner has graciously consented to let us enter the QUEEN MAB this year. Al Hislop is Chairman for the event and can use lots of help.

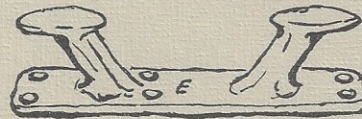
A monthly Albatross will be sent to the Wood Boat Owners Assoc. in Long Beach to promote activities between the two clubs.

Bill Holle is in the process of making a pen and ink trophy for "Kelpie" and we should soon have our perpetuials back,

The business meeting adjourned for the last time in '75, but hope to see you on QUEEN MAB in December.

HAPPY HOLIDAY

S.D.



FROM THE HELM

The "ANCIENT MARINER SAILING SOCIETY'S, annual regatta will be on the weekend following the Newport Ensenada race in May. In keeping with our Country's Bi-Centennial celebration, the event will be publicized as the ANCIENT MARINER SAILING SOCIETY'S REGATTA "76".

I anticipate that we will have upwards of a hundred classic sailing yachts present for this event.

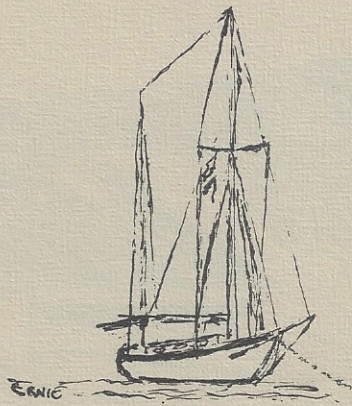
This will probably be the largest gathering of sailboats of ancient vintage or classic design to assemble in one port in many years.

To make this regatta a success, we need the support and cooperation of our entire group. The Society's membership encompasses a variety of talents and skills. This, expertise is what is needed to put together a first class event.

In the near future an organizational meeting will be held to discuss the logistical problems involved in making this event a success. Call me at 286-8483 or drop a line to the Society's P.O. Box. I hope that I will hear from you.

Doug

CRUISE



"We're going north to Canada." This was the response that Kay and I always gave when queried about the destination of our planned cruise. As some cruising friends of ours pointed out, we should have been saying, "we're going TOWARD the north." We thought that quaint and stuck to our original response. That was one of the important lessons we learned last summer.

We spent nine hectic months getting "VIKING" ready for the trip. Re-rigging, new decks, painting and varnishing, and all of the 1,001 odd, and not so odd, jobs that require attention. A new SABB engine was on the dock in L.A. three weeks before our scheduled departure. This was too much for us to handle so we retained Roland Skeete to do the installation and it was accomplished in time.

We left amid the usual confusion of last minute stowing, sorting out and goodbyes from friends. We put aboard materials needed to complete some of the jobs that weren't done before we left and finished them on the way. That was our second great lesson. We left when we said we would, despite the fact that we "really needed" just a couple of more days to get things squared away.

Needless to say, we didn't get to Canada. Since we were two weeks behind our schedule when we arrived in San Francisco, we threw it away and resolved not to lock ourselves into a tight time table again. We began anew and followed our noses. As a result, we saw more, sampled more and met more people than we would

have if we had pushed ourselves. For example, we spent a week up the San Joaquin River delta. We had no intention, or thought of going up the river in our original plans. We would not have spent a week in Tomales Bay either, or even visited it. We day sailed S. F. Bay to the point that we felt rather casual about the kind of typical summer day there, which is called "storm" in So. Cal.

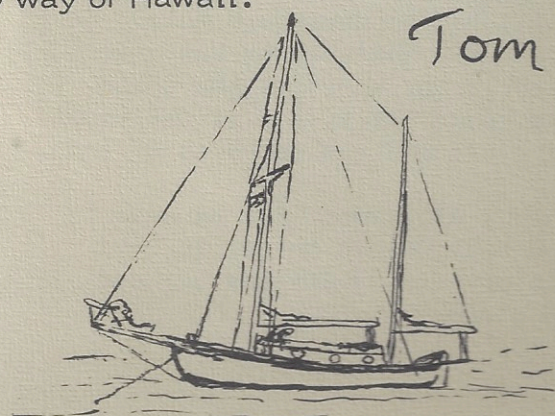
We were in fog from Pt. Arguello almost to S. F. and managed to make our landfalls, mainly through luck at first. As the trip progressed, we became more proficient in our coast-wise. We learned about our boat and ourselves much better and faster than we would have if we had stayed around So. Cal.

We discovered that having a crew along was a greater hindrance than a help. Not in the physical sense, but psychologically. We simply think more clearly and function better with just the two of us.

All in all, the 76 days we spent "piddlin'" up and down the coast were a tremendous learning experience and some of the most rewarding and satisfying times that we have ever spent in our lives.

The trip's success would not have been possible without Kay. Her constant enthusiasm and ability to take whatever came along made the trip go.

We are currently planning next summer's cruise. This time we are also going "toward the north", but by way of Hawaii.



YACHT OF THE MONTH

NEREIA KETCHES ON THE WEST COAST

In 1947, the editor of "Rudder" magazine asked L. Francis Herreshoff to design a cruising ketch for the magazine's 'How to Build' series. In March of that year, the first article and sail plan of what was to be called the Nereia ketch appeared. (Nereia was one of the daughters of Nereus the Sea God).

The year 1957 saw two keels from these plans laid 'on the beach' in San Pedro, California. 'On the beach' was a local name for an area where conditions were favorable for the building of boats. It's location is thought to have been very near the boundary between San Pedro and Long Beach. George Chaulker was the boat builder overseeing the construction of the two Nereia's to be known as "Princess" and "Patience".

Years of sailing under their first owners went by and in 1960, "Patience" was acquired by Kermit Parker of Sacramento. "Princess" was found available in 1969 by Loren and Maggie Douglas, also of Sacramento, and by getting the owner to a state of compliance (drunk) got him to sign a bill of sale.

Both boats have put quite a number of blue water miles under their keels. "Patience" having made two journeys to Manzanillo, the second continuing on to the Marquesas, Tahiti and is currently trying to find the way back from Hawaii. "Princess" under her former owner Bill Barnes of Monterey, sailed on a four year jaunt as far as Austrailia and return. "Princess" is currently on her way to Mexican waters.

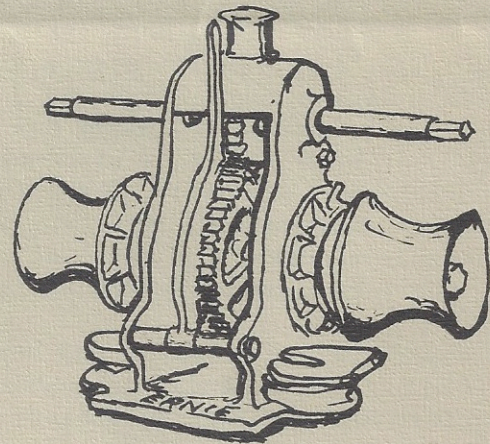
There is a third Nereia in San Diego's Harbor Island marina. She was built in the far east and not much is known of her adventures. As far as is known, these are the only three Nereia's on

the Pacific coast.

Mr. Herreshoff's own words aptly describe the boats: "the Nereia is no chi-chi imitation of foreign yachts or a copy of those vessels which were designed to carry dead fish to market, but is a descendent of the purely American type of yacht that was developed for ladies and gentlemen to sail on before racing measurements spoiled the cruising yacht."

"Princess", awaiting November 15 to continue her journey to Mexico is in good Herreshoff company in Commercial Basin with "Clara" and "Aloha" close at hand. Other good Ancient Mariner company near are "Mary Beth", "Poppy" and "Manuhai"

Loren Douglas
October, 1975



PRISCELLA GERAGHTY HAS NEED OF INFORMATION LEADING TO THE WHEREABOUTS OF A REPLICA OF CAPTAIN JOSHUA SLOCUM'S YACHT "SPRAY". HOPE TO USE THE YACHT IN A DOCUMENTARY FILM. IF YOU CAN HELP, PLEASE CALL OR WRITE PRISCELLA, AREA CODE 714-222-7827, 2608 SHELTER ISLAND DR., SAN DIEGO, CA. 92106

OF INTEREST

BON VOYAGE

Harry Steward, with his brother Rick along for crew, should be off to the Marguesas before the Albatross goes to print. Thanks to my roving reporters, Sam and Irene Mangum, we were able to receive this information before the 'ISLANDER'S' departure.

Harry has planned this trip for about the last 10 years, and recently resigned his position as United States Attorney in order to begin his "quest for adventure" voyage. He plans to be gone for from 6 months to 1 year, and at present, his plans are to proceed directly to the Marquesas, from there to Hawaii, and, time permitting, to the San Juan Islands, and back to Southwestern Yacht Club here in San Diego.

The 'ISLANDER' is a 30' gaff headed, trunk cabin block island sloop with a 25 h.p. diesel auxillary. She was built in 1939 of 1-1/4" single planked fir on 2" x 2-1/2" steam bent oak frames. The 'ISLANDER' is a true blue water boat with a round bilge and straight cast iron keel. Harry has equipped her with a Mark II windvane, Sharp electronic autopilot, DSB ship/shore radio, fathometer, direction finder, transoceanic receiver for the time ticks, and a propane stove for the galley.

Bon Voyage to the Islander and her crew from all the friends and members of the Ancient Mariner Sailing Society.

S. D

ANCIENT MARINERS who want to advertise for various things - for sale, trade, wants, or odd jobs, please call or write your ads.

E. Armstrong
4158-B Mt. Alifan Pl.
San Diego, CA. 92111

Phone - 565-9795

WELCOME ABOARD

RICHARD MYERS

24'7" Gaff Cutter "Renegade of Newport"

TIM AND PAULINE CARR

28' Gaff Cutter "Cuelew" from England

TERRY HEDLIN

58'9" Sloop "Braila"

JOHN AND TISH DALEY

41' Gaff Ketch "Kivi"

PATRICK J. SMITH

29' Gaff Ketch "Poppy"

LOREN AND MAGGIE DOUGLAS

36' Ketch "Princess"

GEORGE F. ROMBACK

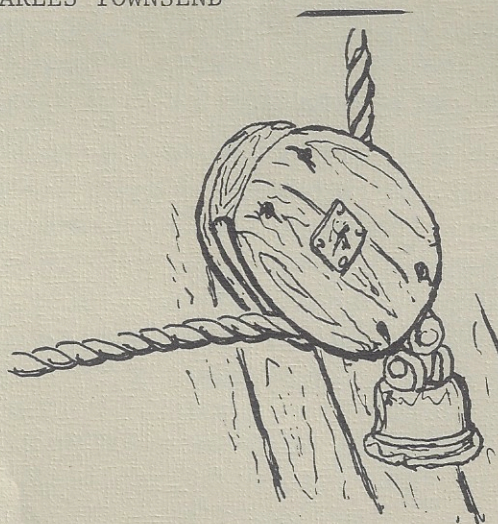
36 Coaster Schooner "Don Quixote"

RUBEN A. LUNA

ROBERT E. DICKERSON

BILL AND BOB HENDERSON

CHARLES TOWNSEND



Tickets are now on sale for the January banquet to be held at Southwestern Yacht Club. **\$4.90 PER PERSON**

Send check to:

E. Armstrong
4158-B Mt. Alifan Pl.
San Diego, CA 92111

All checks made out to Ancient Mariners Sailing Society.



RACE

The 2nd Annual Half-Pint-of-Rum Race got off to a typical San Diego full gale start. What was to be a contest of sail power and skill, became tidal observation, luck at cards, star gazing, right place at the right time.



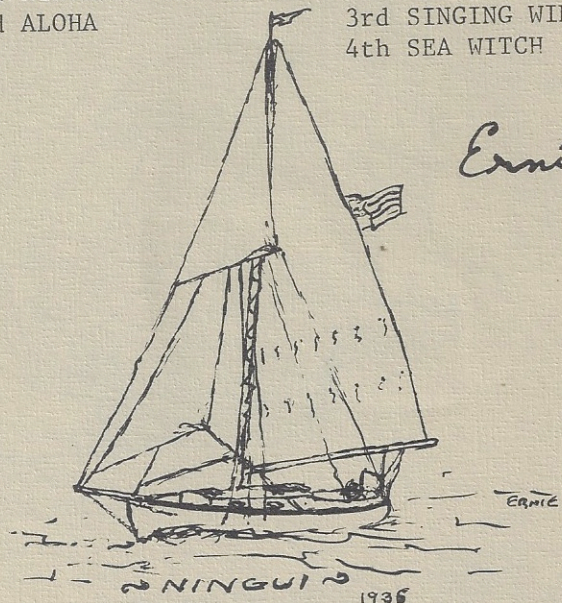
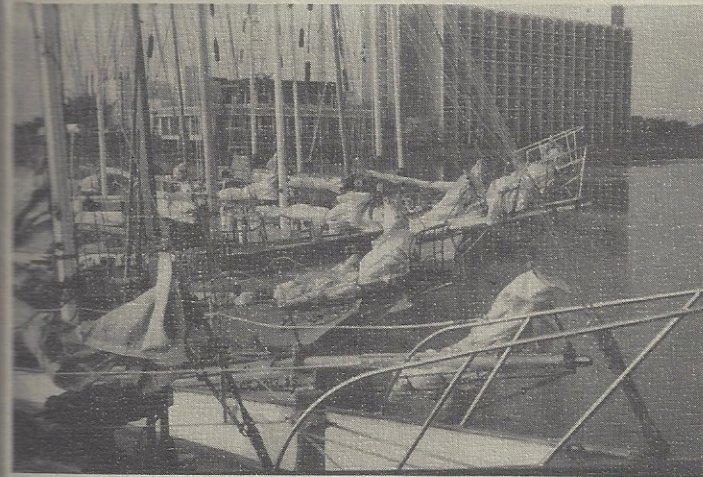
Sea Witch with Spinnaker Flying took the lead early in the race with Singing Winds and Viking in hot pursuit. At the south end of the course, Singing Winds took the lead, (first to salute The Star) around buoy 1, then the tack up harbor, thus bringing the fleet into Harbor Island turning basin, drifting in mass amid exhausted adrenaline, drooping spinnakers, and driftless drifters.

The clamatic First To Finish dual ensued with "Viking" playing the fickel wind game across from North Island (assisted by magnetic deviation from the North Pole) challenged by "Clara" using the tidal stream, along the rocks off Harbor Island. (Also assisted by the deflected hang glider wind currents off Torrie Pines).

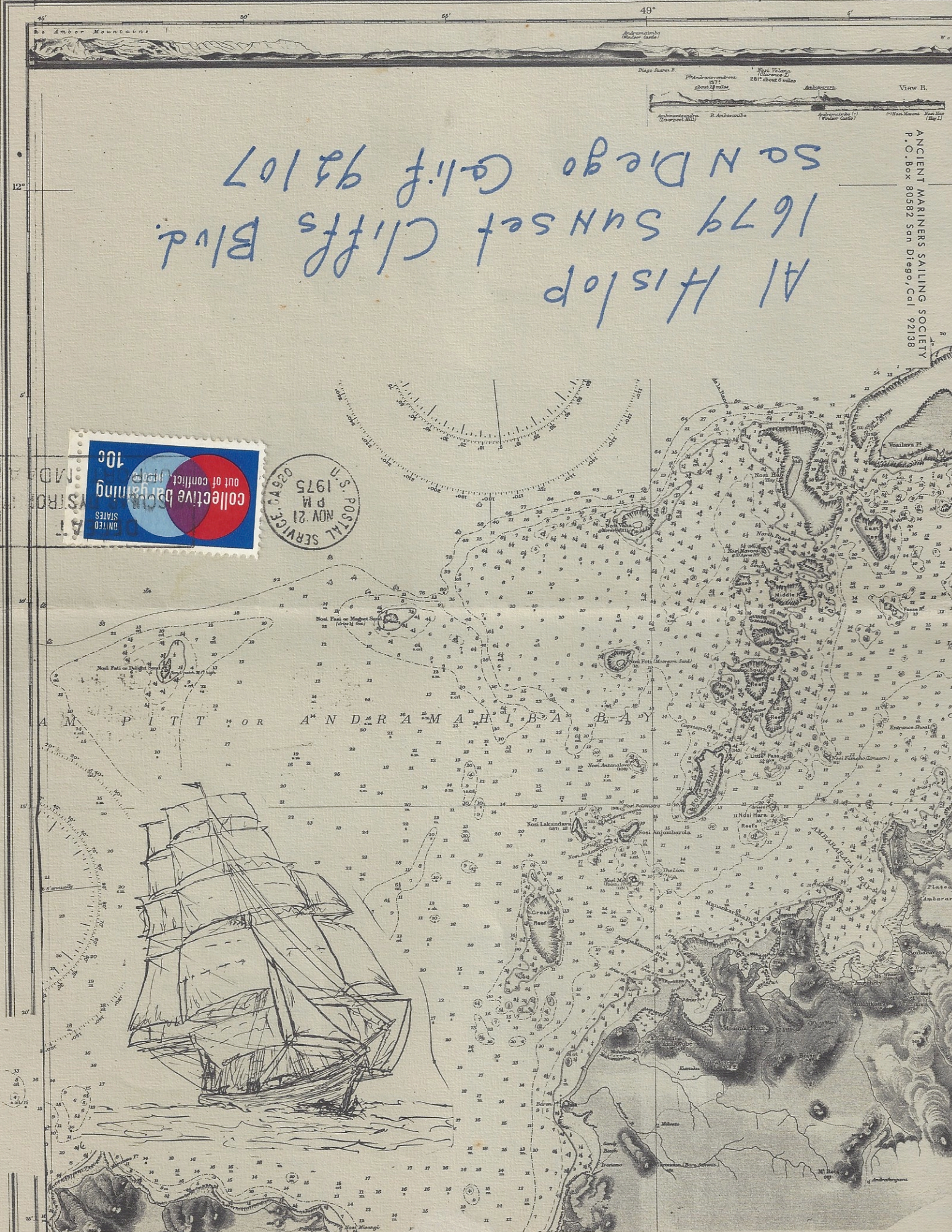
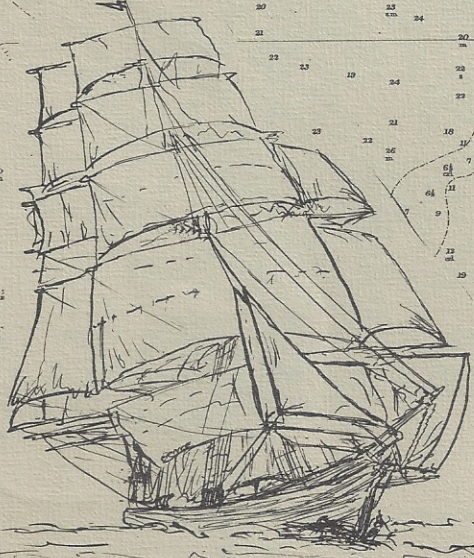
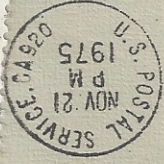
RESULTS

First Overall "VIKING"

<u>Class A</u>	<u>Class B</u>	<u>Class C</u>
1st MARIBEL	1st CLARA	1st VIKING
2nd NIRVANA	2nd MANUKAI	2nd IRENA
3rd ALOHA		3rd SINGING WINDS
		4th SEA WITCH



At Hislop
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San Diego Calif 92107



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