

# 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.

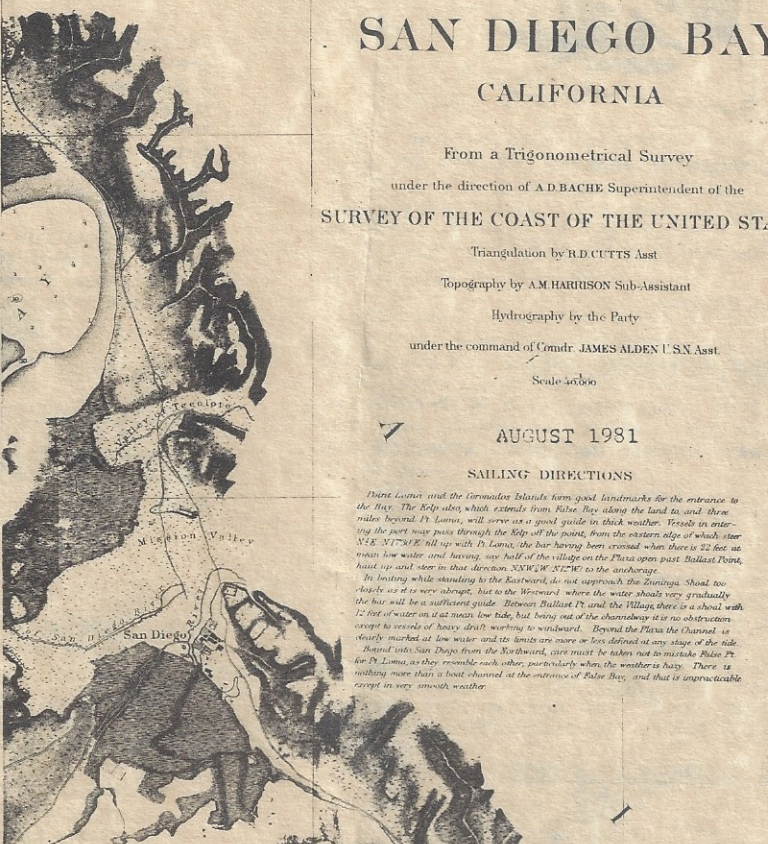
Scale 1:60,000

AUGUST 1881

## SAILING DIRECTIONS

*Distant Lomas and the Coronado Islands form good landmarks for the entrance to the Bay. The Bay also which extends from Balboa Bay along the land to and three miles beyond Pt. Lomas, will serve as a good guide in thick weather. Vessels on entering the port may pass through the Rips off the point, from the western side of which steer SSE N 7/8 E till up with Pt. Lomas, the bar having been crossed when there is 12 feet at mean low water and having one half the village on the Playa open past Ballast Point, haul up and steer in that direction, SSW 1/2 W 3/4 E to the anchorage.*

*In leaving while standing to the Eastward, do not approach the碇ings. Should 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 at all mean low tide, but being out of the channelway it is no obstruction except in vessels of heavy draft, working to windward. Beyond the Playa the channel is clearly marked at low water and its limits are more or less defined at any stage of the tide. Round into San Diego from the Westward, care must be taken not to mistake Balboa Pt. for Pt. Lomas, as they resemble each other, particularly when the weather is hazy. There is nothing more than a boat channel at the entrance of Balboa Bay, and that is impracticable except in very smooth weather.*



# ALBERT ROSS

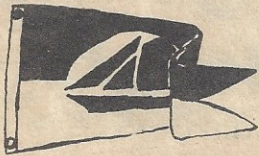
Ancient Mariners Sailing Society  
PO. Box 6484, San Diego  
California, 92106



AL HISLOP  
1890 LINBROOK  
SAN DIEGO, CA. 92111







The ALBATROSS is the official publication of the ANCIENT MARINERS SAILING SOCIETY of San Diego.

ALBATROSS VOL. VIII no. 8 AUGUST 1981

Editor, Leslie Cabeen

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1981 CALENDAR OF EVENTS

- PETTYCOAT REGATTA ..... Sat Aug 15  
3rd ANNUAL AMSS ENSENADA RACE..... Sept. 5,6,7  
GLORIETTA BAY RAFT-UP..... Sat Oct. 17  
NOVEMBER OPEN  
HALF PINT-O-RUM RACE..... Sat. Dec. 5



FROM THE BILGE

In 1941, Hal Kaiser took leave of his senses and started construction on a classic 36' ketch from scratch. Well again Hal has taken leave of his senses and has agreed to give the Ancient Mariners a fully narrated slide show of the construction of his ketch. Hal, who is a life member of the Milwaukee Yacht Club, built the boat in Wisconsin and followed the project through from keel laying to launching and sailing.

Try to attend the August general meeting as this should be a great show. We are also going to have a raffle. (Maybe Al won't be back from Hawaii so someone else will have a chance.) See you at 7:30, Thursday, August 6 at Silvergate Yacht Club.

Lee Colby  
Bilge Rat

FROM THE HELM

Congratulations to ROSE OF SHARON and her crew for being the first to finish in the AMSS San Diego to Maui race. Also, congratulations go to SPIKE AFRICA for being the first boat to finish corrected time. But, most of all, congratulations to ALL of the participants who found their way to the Lahaina Yacht Club safely!

I thank you for your interest and support in this unique sailing experience. We're all looking forward to the pictures and good sea stories at the next general meeting.

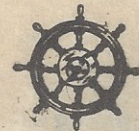
Moving on to our next fun event. . . . .

THE PETTYCOAT REGATTA. You have all had time to increase your insurance coverage and prepare for a casual (?) sail down the bay to a finale that is assured to be a good time.

THANKS,

*Tom*

P.S. ENSENADA - SEPTEMBER 5, 6, & 7th - Labor Day Weekend - 1981.



BEING CONSIDERED FOR MEMBERSHIP

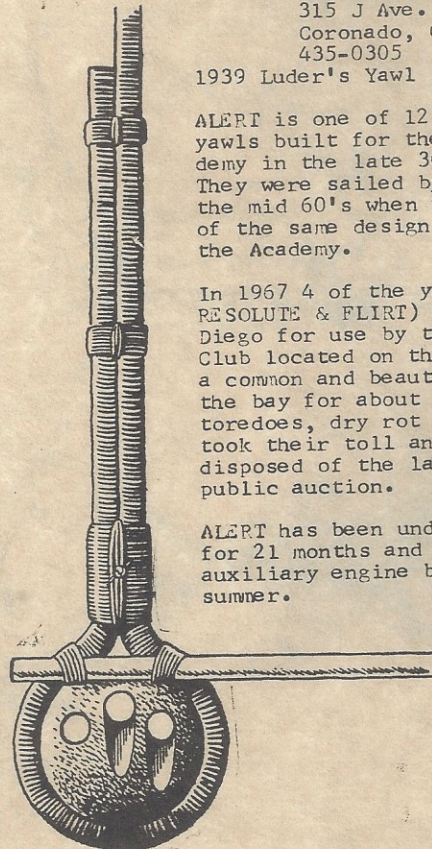
ALERT

Owner: John Robert Weaver  
315 J Ave.  
Coronado, CA 92118  
435-0305  
1939 Luder's Yawl (44')

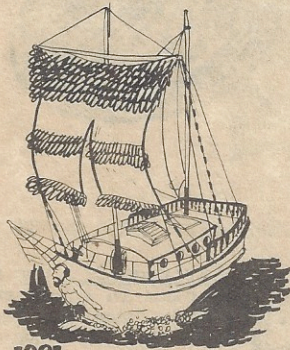
ALERT is one of 12 44' Luder designed yawls built for the U.S. Naval Academy in the late 30's and early 40's. They were sailed by midshipmen until the mid 60's when fiberglass boats of the same design were purchased by the Academy.

In 1967 4 of the yawls (FROLIC, ALERT, RESOLUTE & FLIRT) were brought to San Diego for use by the Naval Sailing Club located on the Strand. They were a common and beautiful sight on the bay for about 10 years. Then toredoes, dry rot and lack of funds took their toll and in 1979 the Navy disposed of the last 1 of the 4 at public auction.

ALERT has been undergoing rebuilding for 21 months and may have her first auxiliary engine by the end of the summer.







## 1981 PETTYCOAT REGATTA

### LADIES-----

You are invited and encouraged to join in the first AMSS Petti-coat Regatta on Saturday, August 15 (starting at 11 P.M.).

The race course is enclosed in this issue so follow this course, stay loose, have fun and GO GET 'EM GIRLS!

After the race there will be a raft-up in Glorietta Bay where the men are responsible for dinner. CALL Jack Cabeen (292-4900 x214 or 223-5111) so the committee will have an idea how many boats are in the race and so that he can make some chili for you. Only enough chili will be made for people who call. Please provide other food and drink yourselves.

### RULES AND REGULATIONS OF THE RACE:

Boats with an all girl crew will have normal AMSS handicaps. Boats with men aboard will have 10% deducted from their handicap.

Men are allowed as observers only. Immediate disqualification will occur if any man does any crewing or takes the helm during the race. YOU ARE ON YOUR HONOR.

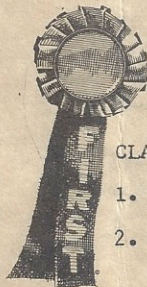
Please identify yourself to the committee boat 15 minutes prior to the start of the race. The committee boat will have additional charts if you have lost yours.

### ANCIENT MARINERS' ENSENADA RACE

September 5 will be the day for the start of the AMSS 3rd annual San Diego to Ensenada Race. The race is open to all flag members of the Society and will start off Shelter Island about 1000 hours on Saturday.

Yachts must be at least 18' in length, have a self-bailing cockpit, various emergency equipment, and a dinghy of some type. Entries must be turned in prior to 9:00 A.M. August 31, 1981, with the \$35.00 entry fee. The entry fee includes clearance fees in and out of Mexico.

There will be a skippers' meeting at 7:30 P.M., September 3, 1981, at Silvergate Yacht Club. Festivities and awards will follow the race at the Bahia Hotel in Ensenada on Sunday. There will be five trophies for each of four classes and participation plaques. APPLICATIONS AND CREW LISTS (mandatory) ARE ENCLOSED IN THIS ALBATROSS. For further information call Kerry Hargraves at 714-566-9000 x315 or Armand Sutton at 266-8416.



### MAUI RACE RESULTS

#### CLASS A:

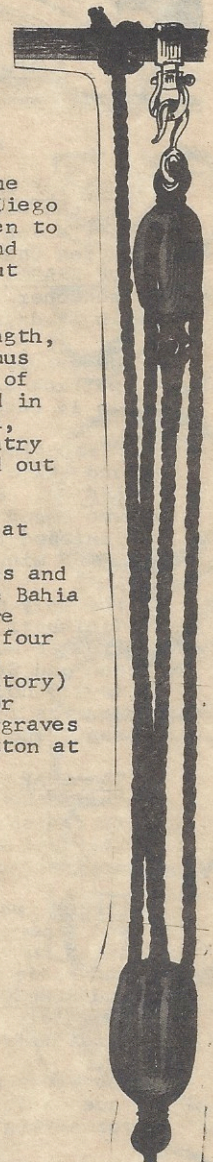
1. SPIKE AFRICA, 61' coastal schooner, Bob Sloan, Newport Beach
2. ROSE OF SHARON, 51' Burgess schooner, Byron Chamberlain, Long Beach
3. DIANA, 58' staysail schooner, Harry Kilpatrick
4. PACIFICA, 49' S&S yawl, Jack & Anne Frost, San Diego
5. TAMALMAR, 57' Wayland Schooner, Beverly Mathias

#### CLASS B:

1. CYBELE, 49' Alden ketch, Steve and Tommie Flanagan, San Diego
2. VIA MARIAH, 36' Atkins ketch, Carson & Katie Jefferson, San Diego
3. RUMPUS, 32' sloop, Jim McCoy Roswold
4. SAGITTARIUS, 43' Alden ketch, Gary Earle, San Diego

#### DNF:

- STEPCHILD, 36' Angleman ketch, Russ & Francine Nelson  
 SENORITA  
 TARKA, 46' Peterson ketch, Steve Levy







### SCHOONERS SWEEP MAUI RACE

ROSE OF SHARON was the first boat to finish in the second running of the Ancient Mariner's San Diego to Maui Race. Sailed by Byron Chamberlain of Newport Beach, ROSE OF SHARON, a 51' Starling Burgess staysail schooner built in 1930, finished the course in 13 days 5 hours 52:48 minutes.

Next over the line was DIANA. Harry Kilpatrick sailed the 58' schooner to finish in 14 days 14 hours 54:30 minutes.

First place on corrected time in Class A and third to finish was Bob Sloan's SPIKE AFRICA. She is a 61' coastal-type schooner who raced by the rest of the fleet and finished the course in 14 days 18 hours 23:55 minutes.

The only non-schooner in the first five finishers was PACIFICA. Jack and Anne Frost's sons sailed PACIFICA, a 49' Sparkman and Stephens yawl, to finish in 15 days 0 hours 52:36 minutes. PACIFICA was the first boat to finish in the first San Diego to Maui Race three years ago.

TAMALMAR (Persian for swan of the sea) sailed by Beverly Mathias was fifth boat to finish. She is a Wayland designed 57' staysail schooner built by Stephens Bros. in Stockton in 1937.

CYBELE was the winner in Class B. Steve and Tommie Flanigan sailed their 49' Alden ketch to victory over VIA MARIAH (Carson and Katie Jefferson's 36' Atkins ketch) and RUMPUS (a 32' sloop owned by Jim McCoy Roswold). Fourth was SAGITTARIUS, a 43' Alden ketch.

The winds were brisk for the start of the race on June 21. Winds and seas were rough for several days causing some problems.

The 43' Lester Stone cutter, HELAINE, broke a lower spreader, but made adequate repairs and finished the race.

TARKA, a 46' Murray Peterson ketch from San Francisco, was not so lucky. In the heavy weather the main mast broke, came down, and entangled the rigging in the rudder causing some damage. TARKA continued on to Maui slowly, escorted by ANDANTE and MISS DEBS after a night refueling in mid-ocean by a passing freighter.

As if to rectify the situation, Mother Nature did a 180° and turned off all the wind. Several days were spent drifting, making very little headway.

Several Maui racers will continue on from Hawaii to other ports of call. ROSE OF SHARON will cruise Hawaii then go on to Alaska and down the West Coast. HELAINE is planning to cruise Hawaii, the South Pacific and New Zealand. The escort boat ANDANTE, will continue on to Micronesia. PACIFICA and VIA MARIAH are going to take a month or more and cruise the Hawaiian Islands.

All in all the race went very well thanks in large part to Lahaina Yacht Club and the people of Lahaina. They really rolled out the welcome mat for the Ancient Mariner racers and made everyone feel right at home.



OFFSHORE TIP NUMBER 1,782,637

According to Latitude 38, the number two medical problem in ocean racing is constipation. Yes, constipation! Latitude 38 says "You're just a little queazy the first day out and you're not going to eat very much. That throws your system out of balance right away. Then there's the overall muscle tension caused by trying to keep your balance on a tiny boat bouncing around in the ocean, combined with zero privacy and the total lack of lower body exercise. There's a big psychological factor. With most marine heads, you know that on the second day out a good healthy dump will probably jam the thing. And nobody wants to be the one who has to perform a craniotomy (opening the head for repair) during an ocean race" (or any other time for that matter).

The solution - easy!

HOT OFFSHORE BREAKFAST  
CEREAL (approx. 20 servings)

3 lbs. multi-grain hot cereal  
1/2 lb. millet  
6 oz. toasted wheat germ  
4 oz. hulled sesame seeds  
1/2 lb. cashew pieces  
1/2 lb. raisins  
1/2 lb. chopped dates

Mix all ingredients and store in airtight container.

To serve - boil 1 1/3 cups water add 3/4 cup cereal, remove from heat, let sit 5 minutes.

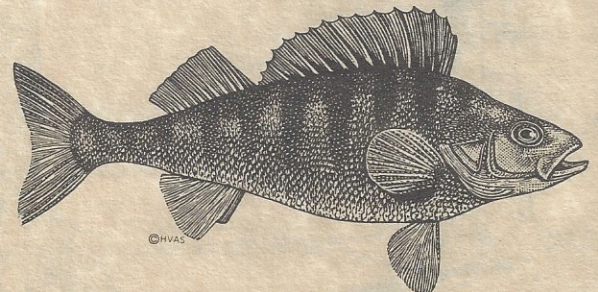
courtesy of LATITUDE 38 -  
Max Ebb

Next month-

The number one medical problem in ocean racing

or

Offshore tip number 1,782,638, which ever comes first.





THE ANCIENT MARINERS SAILING SOCIETY and THE MEXICAN GOVERNMENT  
cordially invite you to attend the THIRD ANNUAL SAN DIEGO to ENSENADA YACHT RACE

\* \* \* \* \*

You and your crew will experience good fellowship, keen and not too serious competition, and a helluva party at the finish!

ELIGIBILITY: All yachts must be Flag Members in good standing of the Ancient Mariners.

CLASSES: There will be 4 classes: Classic Racing A & B, and Classic Cruising A & B.

REQUIREMENTS: Yachts must be minimum LOA 18' and meet the following minimum standards:

- \* Adequate manual bilge pump
- \* Functioning lights as required by international rules of the road
- \* Auxiliary or outboard engine with enough fuel to power 30 miles
- \* Self bailing cockpit
- \* Man overboard assembly consisting of: CG approved life ring, pole, drogue, flashing strobe light, and whistle
- \* Flare gun or equivalent with 6 flares
- \* Radar reflector
- \* Adequate first aid kit
- \* Installed marine compass
- \* At least one anchor of size commensurate with vessel, with suitable chain and line
- \* Sufficient inflatable dinghy, life raft, or hard dinghy capable of taking off entire crew under adverse sea conditions
- \* CG approved personal floatation device for each person aboard
- \* Chart covering area between San Diego and Ensenada
- \* Mexican courtesy flag

COURSE: San Diego Bay Entrance Buoy #6 to Ensenada Bay breakwater, distance 59 miles.  
Starting time 11:00 Saturday, September 5, 1981.

ENTRY: Your entry fee of \$35\* will include clearance in and out of Mexico. This will be a no hassle affair; when you get to Ensenada, just go ashore and have a good time!

SKIPPER'S MEETING: 7:30 Thursday, September 3, at Silver Gate to pick up race packets.

TROPHY PRESENTATION: Sunday, September 6, at Ensenada, in the Bahia Hotel Courtyard.

RACE CHAIRMEN: Kerry Hargraves 566-9000 X-315; Armand Sutton 266-8416

\* For boats under 20 tons - Mexican clearance charges are much higher for boats over 20 tons

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ABSOLUTELY NO ENTRIES ACCEPTED AFTER 9:00 AM MONDAY, AUGUST 31, 1981. This is a FIRM deadline. Entrance fee of \$35\* and completed crew list must accompany application.

Yacht Name \_\_\_\_\_ Skipper \_\_\_\_\_  
Address \_\_\_\_\_ Home Phone \_\_\_\_\_  
Class \_\_\_\_\_ CF or Doc# \_\_\_\_\_ Bus Phone \_\_\_\_\_

I acknowledge that I am entering the AMSS San Diego to Ensenada Race at my own risk and waive all claims which might arise against the Ancient Mariners Sailing Society, Officers, Director, or members, and agree to hold them harmless of any liability whatsoever for any accident or injury to my boat, crew, or guests, and agree to conform to the rules and regulations governing this event. I agree to comply to the regulations regarding clearance and entry into Mexico and the United States, and I am aware that each skipper is responsible for the conduct of his crew when ashore in Mexico.

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_



*Pahicent Regatta*

