

ANCIENT MARINERS SAILING SOCIETY
P.O. Box 80582 San Diego, Cal 92138

141m

141m

141m

141m

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 46,000

1857



*Al Hislop
1679 sunset Cliffs Blv.
San Diego Calif
92107*



OF INTEREST

In the September issue of the Pacific Skipper there is a very good article on cruising the Hawaiian Islands. The article deals with the problems of Hawaii's overcrowded harbors and marinas. It also states how you can still go to Hawaii and have the cruise you had hoped for, and what special equipment is required for this type of cruising. I believe Robert E. Mehaffy did an outstanding job explaining some of the problems we have been reading about.

Five years ago when we sailed to Hawaii and entered Hilo, the first words to greet us from the Harbor Master were "You have thirty days in all of the Islands and then must go." Now as you know, this could have put a damper on our trip, but at the same time the Harbor Master was explaining the regulations, our fourteen year old son had just mastered the art of getting a coconut open. The crew was too excited over fresh coconut to be concerned with regulations. (heavy rains wash the coconuts down the river into the bay).

It was not long before we began to understand that just maybe there was a problem. "I did think that at the very least there would be bands playing to welcome us." "But no, each Harbor Master kept repeating those same nasty words. We spent the next two months eating coconuts and playing along our way up to Ali Wai Harbor on Oahu. Boats from Ali Wai at each port we entered kept saying "If only I knew someone going on a cruise so you could use their slip". This gave us a very ominous feeling. On arriving at the lovely Hawaii Yacht Club, they gave us a two week visitor slip, but were unable to extend visitor privileges after that. Ernie walked over to the

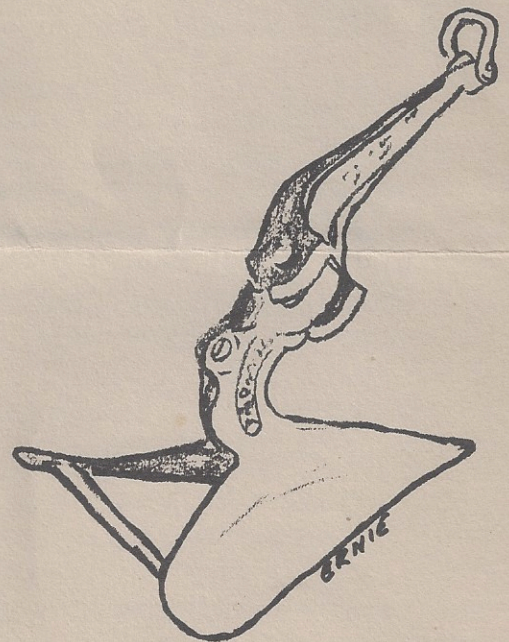
Harbor Master to see what could be done. The Harbor Master was a big help, he suggested we go back from where we came, and not at all concerned that we did not want to.

You know the old saying "beginners luck", the secretary from Island Marina invited us to their marina in Kaneohe

What a lovely surprise for the marina was just what we had been dreaming of. This became our home base for a year of cruising the islands.

You can still find beauty, anchorages, warm hearted people and the excitement of exploring new islands in Hawaii.

Elizabeth



CRUISE

'Viking', 'Sea Witch', 'Poppy' and 'Singing Winds' arrived in Mission Bay for the raft-up and race Oct. 4th and 5th.

I am sure more boats would have turned out for the event if it had not been for the heavy fog.

A pleasant day and evening was spent at Mission Bay, and at 12:30 Sunday, all 4 boats came charging out to race back to San Diego. The R Boat 'Maribel' came ghosting out of the fog taking pictures and sailing back in company with the fleet.

Easy Winds pushed us home with the 'Viking' (32 ft. ketch) taking the lead, and 'Sea Witch' (36 ft Gaff Ketch) in hot pursuit. Off Point Loma, a good hard wind gave the race an exciting finish with 'Viking' holding the lead.

The 2nd annual Mission Bay Race was the 1st outing for Patrice Smith, new owner of 'Poppy', a 34 ft. Gaff Ketch, and 'Singing Winds', a 40 ft. Gaff Ketch, as members of A.M.S.S.

Eric, our 5 year old on board the 'Singing Winds', realizing we were racing the other boats, watched 'Viking' and 'Sea Witch' pull ahead and asked his father why we couldn't go faster. Ernie tried to explain that we just had working sails to put up. This did not help. If we didn't have more sails, then start the diesel so we can catch up! Looks like racing fever starts young!

The hard blow off Point Loma took his mind off racing, especially when a little baby bird landed in his lap and was very happy to have a 5 year old holding him.

RECIPE

Suzie Wickstrom from the yacht 'Wind Drift' gave me this bread receipe. She picked it up on their last cruise.

Susie swears that you can make this bread in any type of weather or seas, it will not fail you.

CRUISING BREAD

1.

Combine dry ingrediants in large bowl:

- 2 cups unsifted flour
- 1/4 cup of sugar
- 1 tablespoon salt
- 2 pkg. "active dry yeast"

2.

Then in saucepan, over low heat til warm:

- 1 cup water
- 1 cup milk (powdered milk o.k.)
- 1/4 cup cooking oil

3.

Mix:

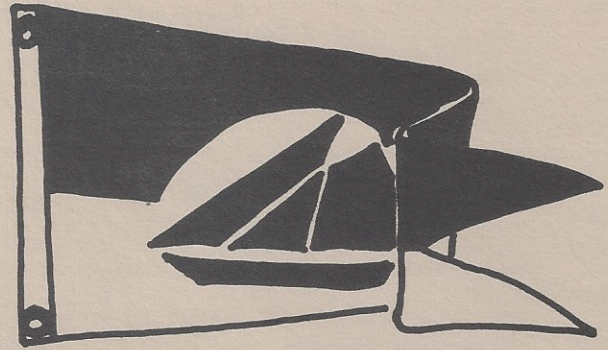
Add 1 egg and warm liquid to flour mix. Blend til moist, beat three minutes, stir in 2 to 2 1/2 cups more flour. Cover dough; let rise til double in size (about 50 minutes), stir down dough, spoon into greased bread pan bake 375 for 45 to 50 minutes until loaf sounds hollow when lightly tapped.

Remove from pan immediately. Cool before slicing. Brush top with butter and sprinkel with coarse salt.

News letter of the
ANCIENT MARINERS SAILING SOCIETY

October 1975

Volume 2 Number 1



DATES

- Oct. 23rd: 7:30 p.m. Board Meeting
Southwestern Yacht Club
- Oct. 30th: 7:30 p.m. General Meeting
Corinthian Room
- Oct. 31st: Deadline for submission of
articles to the Albatross
- Nov. 8th & 9th: 2nd Annual 1/2 Pint of
Rum Race & Raft-Up at
Harbor Island. Further
information will be forth-
coming.

MEETING

Nominations will take place at our October general meeting and ballots will be mailed to all members two weeks prior to the January meeting for their vote. New officers will then be installed at the first annual meeting in January.

Plans will be finalized for the Nov. 2nd annual "1/2 Pint of Rum" Race and Raft-Up at Harbor Island.

An X-rated film on boating will be shown.

X stands for unknown.

Ancient Mariner Society was honored to have as their September guest speaker, Mr. Robert Isrial.

Mr. Robert "Bert" Isrial gave us a warm and humorous talk on his adventures through old town, life at Point Loma Lighthouse and sugar cane plantation life of Hawaii.

Welcome Back

Kay and Tom aboard the "Viking" have recently returned from a 3 month cruise along the California coast. They visited Catalina, Santa Barbara Is., Santa Cruz, Morro Bay, Monterey, San Francisco and the delta region with their trip North culminating at Tamales Bay. They have wonderful experiences to share, and I'm sure that we'll be seeing more of them now that they are again landlocked for a time.

S.D.

Book for Cruisers

For those of you planning extended voyages, 'Ocean Passages For the World' written by CDR. H. L. Jenkins is now being printed again. It is offered through The Dolphin Book Club and may now be in book stores, as well.

S.D.

HAPPY ANNIVERSARY

As I sat leafing through our AMSS scrapbook, I realized that September was our 1st anniversary. I thought it would be fun to recap the years' events.

A meeting was held September 30th, 1974, that proved the beginning of our AMSS. Our roster now includes over 50 names

The first sailing event was in November with a race to North Coronado Is. and back. We, then, set a precedent for future AMSS races. A good 15 knot wind blew at the start and soon diminished to 5 knots. Three boats did finish: #1 Aloha, #2 Maribel, and old die hard, Bill Clark, brought Salud in at 8:30 p.m. for #3 position.

Light, hot airs plagued our annual 1/2 Pint of Rum Race the first of December. Rumors were heard that some crew members took advantage of the warm day by indulging in water baloon fights. Aloha finished #1, Maribel #2, Nervana #3, and Russ and Shirley Dennis #4. Most of the fleet motored in later that afternoon for the raft-up and to make sure they could see the T.V. coverages of our race.

Our club received 1st place honors in the sail division of the Christmas Parade of Lights, thanks to 'Talfola' and the hard work of the deck crew.

The Mission Bay - Coronada Race in January was hampered by thick fog, but Salud and Sea Witch found their way to Mission Bay along the kelp beds; and needless to say captured 1st place in Class A and B on Sunday.

Elections were held in January and our club burgee designed by Bill Clark was accepted by members present.

Our first Annual Regatta in May was quite a success with 42 entrants. Kelpie' from Newport Beach took overall honors, but we had winners as well.

Nirvana 2nd Mar. S & C
Maribel 3rd Mar. S & C
Jonathan Swift 4th Mar. S & C
Salud 1st Mar. K & Y
Clara 3rd Mar. K & Y
Islander 2nd Gaff S & C
Irena 1st Gaff K & Y

Our crew on Queen Mab brought her in for a 5th place finish in the June Onard Schooner Race.

In July, we had a barbecue raft-up in Crown Cove. Our good time was ended a bit early due to a thunderstorm.

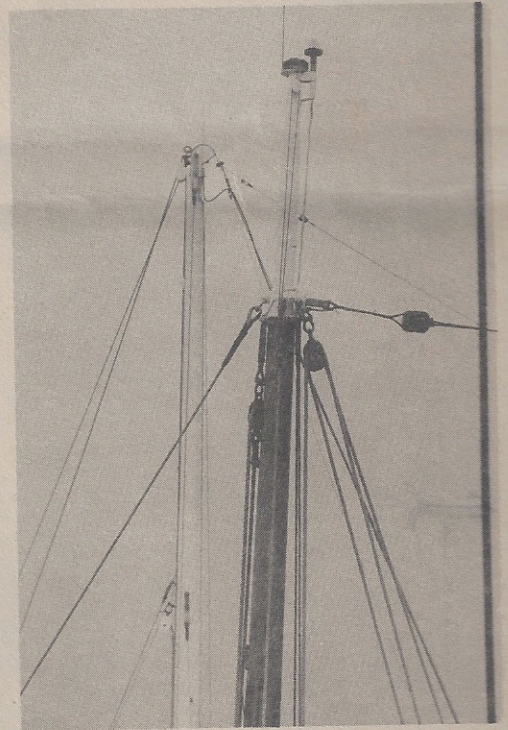
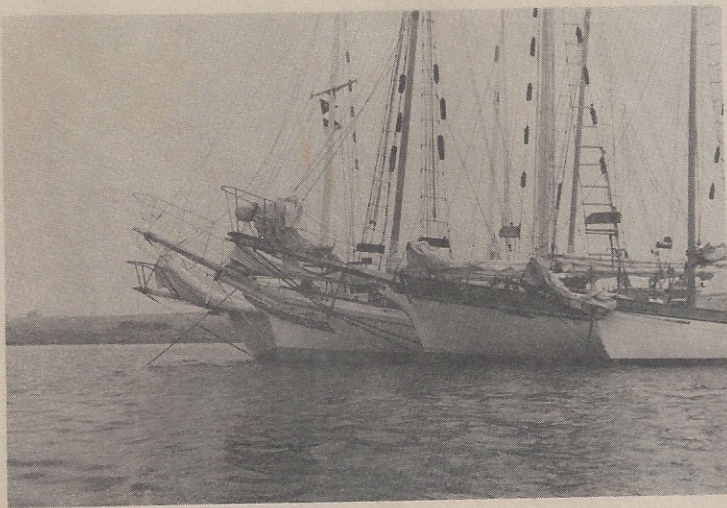
August was the Long Beach Ancient Mariners Race. Our club was represented by six boats with Clara taking 1st in Class and Jonathan Swift taking second in Class.

That's the end of our busy year, and I'm sure that 1976 will be even better.

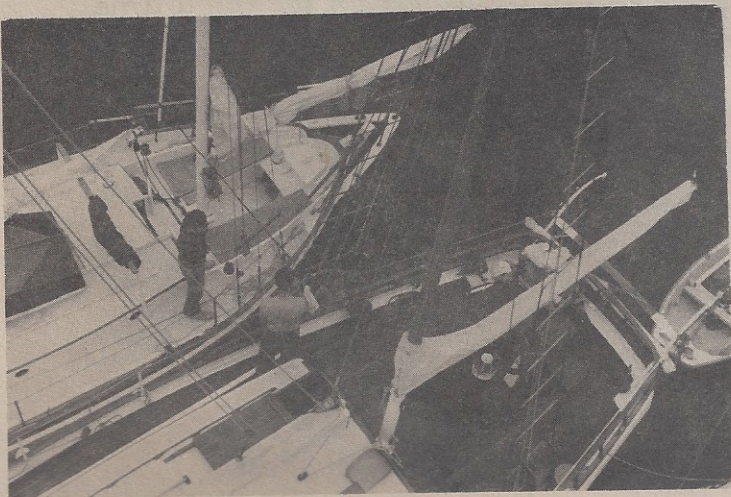
Fair winds and smooth sailing.
Sonnie Driscoll, historian



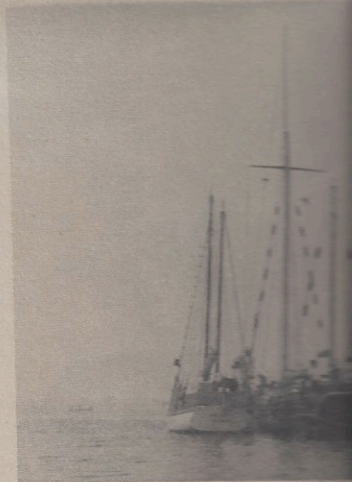
FOGGY DAY IN
MISSION BAY



AS
THE
SEA
S
I



CHATTING
OVER
THE
BACK
FENCE

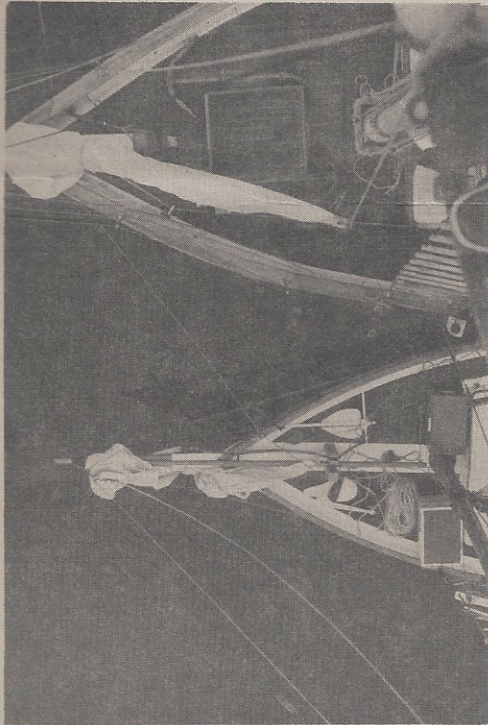


OCT 5TH RACE

VIKING



SINGING WINDS



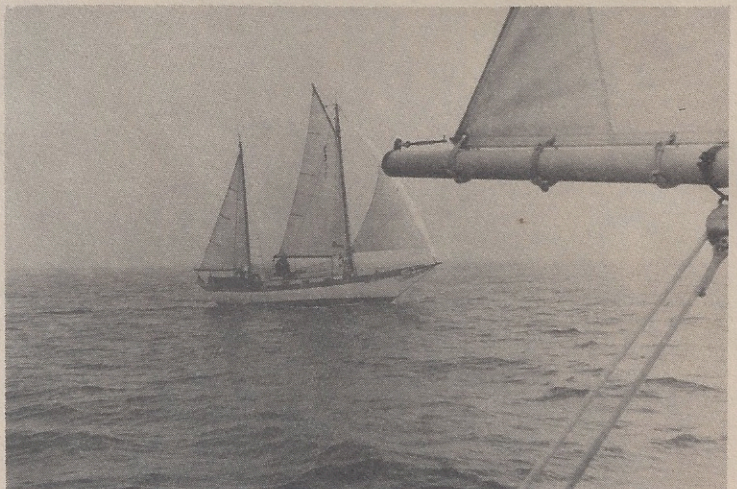
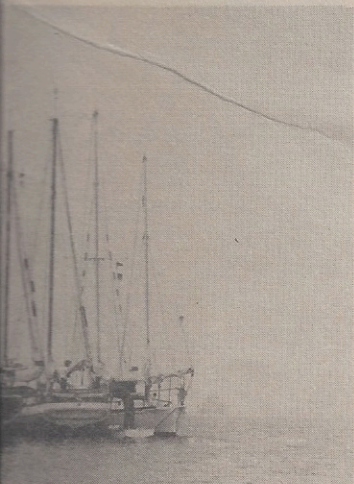
E
GULLS
EE
T!

SEA WITCH



POPPY

POPPY





A I T B A T T R O O S S

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the harbor. The light which stands on Point Loma is a good guide in thick weather. Inside in entering the port may pass through the kelp off the point, from the eastern edge of which, steer N 45° E. (true) 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 Pt. Loma open past Ballast Point haul up and steer in that direction. (true) to the anchorage.

In boating while standing in the harbor, do not approach the Zimings. Should two boats be in the same place, the boats should be kept well apart, and the boats should be kept close as it is very abrupt, but to the westward, where the water is very gradually deepening, the boats may be kept close together. The boats should be kept close together, but not so close as to be in danger of collision. The boats should be kept close together, but not so close as to be in danger of collision. The boats should be kept close together, but not so close as to be in danger of collision.

NOTE

The Correas and Bunkers without the breakers are Mounds, those within are Pt. Loma and the Distance are in Yards. The Soundings are expressed in feet to 10 feet or within the dotted. Beyond them in fathoms, and show the depth at the mean of the lowest low water of each 24 hours of reference. The dotted low water mark represent the bottom within the respective depths of 6.12 and 10 feet. The characteristics soundings only are given on the map, they are selected from the numerous soundings taken in the survey so as to represent the figure of the bottom.

TIDES

October
1975