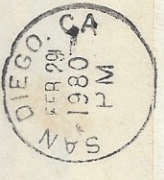


Ancient Mariners Sailing Society  
 P.O. Box 6484, San Diego  
 California, 92106



TRUDY WOOD  
 4550 CHESHIRE ST.  
 SAN DIEGO, CA. 92117



# 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 H.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.

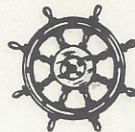
Scale 46000  
 1857

### SAILING DIRECTIONS

*Pt. Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Rip also, which extends from Ribs 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 Rip off the point, from the eastern edge of which steer N 75° E 1/2 E. All 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 80° W 1/2 N 1/2 W to the anchorage.*  
*In boating while standing to the Eastward, do not approach the Zuniang 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 channel with 12 feet of water on it at mean low tide, but being out of the channeling 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 haze. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.*



# ALBATROSS



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

MARCH 6th - GENERAL MEETING - 7:30  
at Silvergate YC

Our program for this meeting is  
scheduled to be the movie "Voyage  
of the Brigantine YANKEE", a much-  
heralded world cruise sponsored by  
the National Geographic Society in  
the 50's.

ALSO!

A photos swap night. Bring all the  
photos of the other boats in the club  
that you can spare and trade them for  
pictures of your own boat! Don't miss  
picking up a masterpiece with your  
boat in it. The official AMSS scrap-  
book will be there for you to peruse.  
Any pictures or negatives you have from  
past events would be greatly appreciated,  
as there are a few gaps in our history.  
Especially wanted - Awards presentation  
aboard the tall ship SAGRES for the  
Cabrillo Regatta in 1978.



Get ready for a great weekend at our  
ANNUAL APRIL FOOL'S REGATTA March 30th  
and 31st. We will be racing to Mission  
Bay on Saturday and back on Sunday.  
There will be a raft-up and party Saturday  
night for all to join in the fun and  
festivities. If you can't make it one  
day, join us for the other, or just come  
party with us Saturday night. There will  
be boats going to and from the beach all  
evening.

This is a fun race and trophies will be  
awarded to the most "foolish" boats  
instead of the fastest. If anyone has  
ideas for organizing dinner or breakfast,  
bring them to the next general meeting.  
Flyers will be mailed out with detailed  
racing instructions prior to the race.  
If you have any other thoughts or questions,  
contact Sandra at 225-0630.

FROM THE HELM

I find myself writing this after  
returning from a laid back sunny  
weekend swinging on a hook down  
in Glorietta Bay, and I find it  
just a little hard to concentrate  
on business. The project list  
(topsides, deck caulking, bilges,  
wiring, etc.) dwindled down to  
looking around in the lazarette  
and putting a little oil on the  
throttle. I don't know if the  
rest of you have the same problems,  
but it prompted me to decide to  
provide a trophy-prize this year  
for the boat with the most improve-  
ment. We will award this trophy  
towards the end of the year, based  
on a vote, to the AMSS boat that  
got its act together. WHITE CLOUD,  
of course, will not be eligible, so  
I don't have to get my act together.  
It is always a pleasure to see the  
life put back into one of these old  
gals and see her look better than new.

At the last general meeting, when I  
asked to see a show of hands of those  
that would take their boats to Newport  
for the Newport to Ensenada Ancient  
Mariners Race, there were six people  
who indicated they would go. You six  
know who you are; I was one of them.  
WHITE CLOUD is going, and it would be  
good to see the AMSS well represented.  
Two years ago we showed up at the Long  
Beach races with seven San Diego boats  
and brought back five trophies. We have  
the ability to outsail those folks from  
up North and bring a little gold back  
home. This is April 26th; for more info  
call me.

Let's all give a big hand to the  
newly formed Handicap Committee.  
Last week five people got together,  
burnt up a lot of candles, and  
downed a lot of coffee and ginger-  
bread cake at Bill Clark's. During  
this marathon some important progress  
was made and about 80% of the AMSS  
fleet was handicapped. By this time  
next month all boats will be handi-  
capped and published in the Albatross.  
No more secrets. Good or bad, (and  
you'll have the chance to ask for a  
review) the handicaps will let you  
know where you stand, who you have to  
beat by how much. They will be  
reviewed periodically if you are a  
new boat, if you are winning too much  
or losing too much, or if you ask for  
one. The theory is that all boats be  
made equal, a monumental job for the  
Handicap Committee. Just try to rate  
DINGUS against NIRVANA and you will  
see what the problems can be. My  
hat's off to them.

See you at the next General Meeting,  
March 6 at Silver Gate.

Paul Mitchell

## 1980 CALENDAR OF EVENTS

March 29th & 30th	April Fools Regatta (Mission Bay)
April 26th	Newport to Ensenada Race (Annual) with new class for "classic" boats
May 10th	Singlehanders Race (San Diego) Contact Tom Belair 453-6566
May 24th, 25th, 26th	Schooners Only Race (San Diego) Contact Paul Mitchell 226-1133
June 7th	Pacific Cup Race (Marina del Rey to Catalina) Split rigs only
June 14th, 15th	Ventura Schooners Race
June 28th & 29th	Yesteryear Regatta (San Diego Bay) Contact Tom Belair 453-6566
July 4th, 5th & 6th	San Clemente Race Contact Steve Flanagan 223-7194
August 3rd	Long Beach AMSS Race
August 30th, Sept. 1st, 2nd	Second Annual AMSS San Diego to Ensenada Race
October	Open - Any suggestions?
November	Open - Any more suggestions?
Dec. 6th	Annual Half Pint 0' Rum Race (San Diego)



### ARTISTS ARISE!!

Bill Clark, Committee Chairman for the 1981 Hawaii Race, is conducting a contest for a design to be used on the posters and tee shirts to publicize the event. Please submit your ideas to 3665 Hancock Street, San Diego 92110 no later than March 31st, and call if you have any questions, 297-2795.

No prizes, but you will receive free tee shirts for yourself and family, or whatever.

### DINGUS QUILTS MANZANILLO RACE

Manzanillo (AP)...The yacht DINGUS was forced to drop out of the San Diego to Manzanillo race within sight of the finish line when supplies ran low. The hungry crew was expected to cross the finish line Tuesday night, but Tuesday afternoon the entire crew rowed ashore and attacked a taco cart.

Juan, the vendor, was found babbling incoherently next to the remains of his cart. The crew of DINGUS was unavailable for comment, considering it impolite to speak with their mouths full.

A professional crew has been hired to sail the boat back to San Diego, and DINGUS is expected to be back at her slip in several weeks.

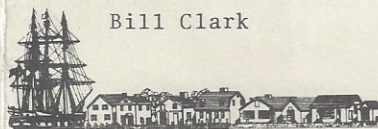
On a recent trip to Washington for the Seattle Boat Show I had cause to drive further North to Anacortes, Washington, where you can find the Armstrong family working feverishly in their boatyard.

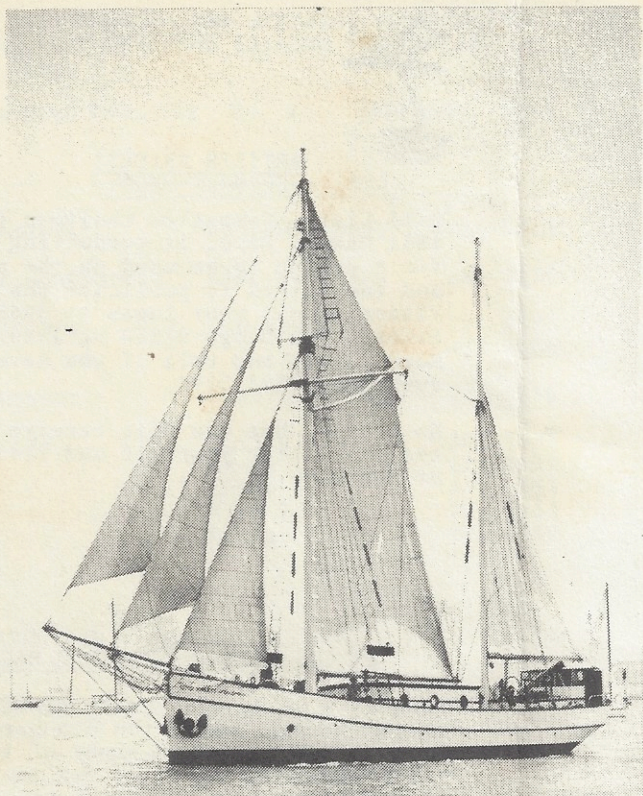
Ernie, Elizabeth and the family left San Diego some four years ago for Anacortes where they had purchased a small family-run boatyard which included a haul out ways, a workshop and a nice house. Since then it has been upgraded to a first class boatyard and is well thought of in the area. Although most of the work done in the yard is on commercial fish boats, they still work occasionally on yachts.

I spent a most enjoyable morning with them and brought them up to date on all that has happened in Ancient Mariner world. Regretably some months ago the Armstrongs sold their ketch WIND SONG, which they had built here in San Diego in the 60's. There was some mumbling about building a new motorsailer.

At any rate, they said to say hi to all their friends in the AMSS - so Hi!

Bill Clark





"Your Man In Newfoundland"

Greetings from 47°34' North Atlantic.

It's not often that one sees three planets and the Northern Lights in the same night. These short days and long nights make me think of Spring, and when I think of Spring, the San Diego AMSS Spring Regatta comes to mind. I remember well the past three years in VIOLETT, and the brass bell we won last year for placing third in some obscure class of two.

VIOLETT has found a new home in San Francisco. Her new masters have painted her black and have changed her name back to the one she was christened with in 1903, GENERAAL DE LA RAY. VIOLETT fans not to worry, she and the bell are being well cared for.

I did manage to have one last grand adventure in her before crossing her rail for the last time. The first week of last September, we set sail from San Diego for San Francisco. There was a good southwester that night, and we motor sailed inside Catalina in good time. Just North of the island, we lost the bearing in our one and only connecting rod due to lack of oil. We then spent the next six days beating to weather trying to make Santa Barbara. Fortunately we managed to get in several afternoons of some very pleasant sailing, only to be set back every night when the wind let up. At last we sighted Santa Barbara and sailed right in on a nice 15-18 knot westerly. We rounded up at the last minute, and put out our best bower just outside the harbor and seaward of the 126' (on deck) gaff schooner STAR PILOT. A new bearing was cast for us in Los Angeles and I spent the next week standing on my head in the crank case fitting and hand scraping. After running in the new bearing for 24 hours we cast off for Point Conception -- on the first night of a full moon against the advice of the saltiest fisherman I've ever seen or smelt. Of course we knew better and left anyway, only to run right into a 30-35 knot northwester, and we spent 36 hours getting around Conception. The wind wasn't so much the problem; I've seen a lot more -- it was the crazy seas: 12' high, 12' thick, and 12' apart, they were solid walls of water. Good old VIOLETT took it all in stride right smack on the nose. We were taking green water over our bows and several times I saw our jib boom stick right into a swell. At times the decks were awash with a foot or so of water, several tons, I'm sure. Those of you who know the boat might appreciate this; she is 87' x 19' on deck. I managed to learn a very important lesson about old ugly fishermen: The more they stink the more they know, and don't forget it.

After rounding Point Conception the weather improved, and we peeled ourselves out of our bunks and off the wheel house walls for our first meal in a day and a half. From then on we made good time until our approach to San Francisco, where we ran into a pea soup fog. This wasn't so bad in itself until we discovered our new radar was out, due to a Point Conception whip lashing I'm sure. Somehow we picked our way in with RDF and fog horns. As soon as we came through the Golden Gate the fog lifted enough to see a US Coast Guard Cutter right next to us with guns drawn. They boarded us in seconds flat -- who am I to argue? They were looking for a "Mother Ship" that had been working off the coast. Boy, were they ever disappointed. One of them stood at "Port Arms" in the wheel house, and the other lad lent a hand at the windlass as we anchored.

Alas, I'm now off to bigger and bigger things and find myself up to my armpits in the schooner CAROLINE ROSE project. The big schooner is 138' on deck by 27' beam. On her fresh water load lines she displaces 270 tons at 15'10" draft. Three inch oak planked and trunnel fastened, she fished on the Grand Banks with 12 dories and 27 hands until 1955. After a refit we plan to go to the West Indies and work as an island freighter. Paul Mitchell has more information.

Ancient Mariners, we will cross tacks again. Thanks for the good times, the raft-ups, and the close calls.

Craig Chipman