

Ancient Mariners Sailing Society  
P.O. Box 8484, San Diego  
California, 92106



AL HISLOP  
1890 LINBROOK  
SAN DIEGO, CA.  
92111

# SAN DIEGO BAY CALIFORNIA

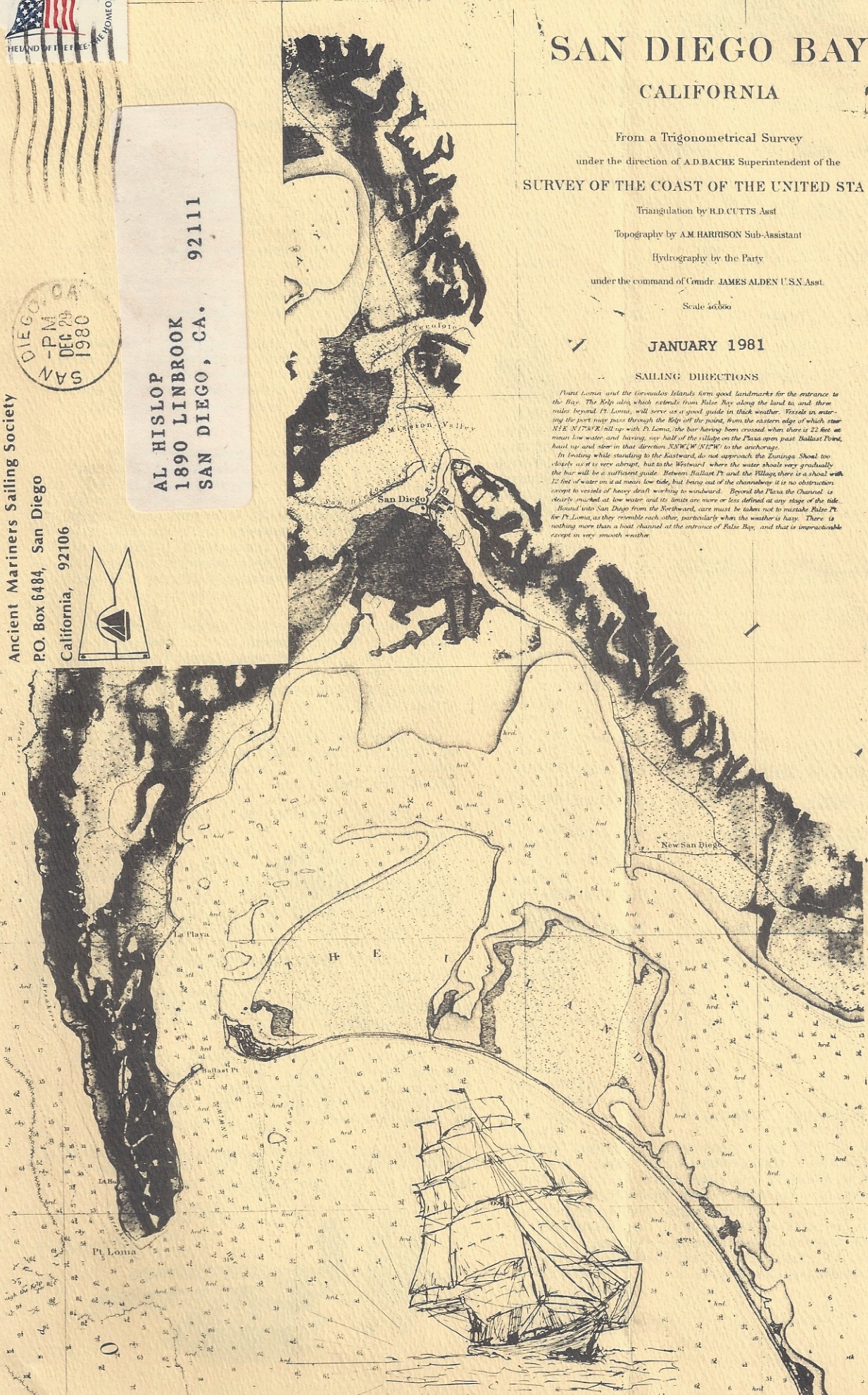
From a Trigonometrical Survey  
under the direction of A.D. BACHE Superintendent of the  
SURVEY OF THE COAST OF THE UNITED STATES

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 46,800

JANUARY 1881

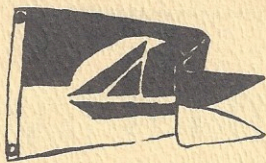
### SAILING DIRECTIONS

*Pt. Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Rip, which extends from Rialto Bay along the land to and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Vessels entering the port may pass through the Rip off the point, from the eastern edge of which, steering N 75° E will get up with Pt. Loma, the bar having been crossed when there is 22 feet of mean low water, and having, say half of the village on the Pass open past Ballast Point, haul up and steer in that direction N N W (N E W) to the anchorage.*  
*In hoisting while standing to the Eastward, do not approach the Zuni 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 on it at mean low tide, but being out of the channel, it is no obstruction, except to vessels of heavy draft working to windward. Beyond the Para 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 Rialto 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 Rialto Bay, and that is impracticable except in very smooth weather.*



# ALBERT ROSS





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

ALBATROSS Vol. VIII No. 1 JANUARY 1981

Editor, Chris Frost 282-0758, 223-3309

BOARD MEMBERS - 1981

Commodore:	Tom Belair	453-6566
Vice Commodore:	Trudy Wood	452-3526
Secretary:	Leslie Cabeen	223-5111
Treasurer:	Chris Frost	223-3309
Members:	Lee Colby	429-0424
	Kerry Hargraves	226-8416
	Joe Coppola	232-3414
	Jack Cabeen	223-5111
	John Frost	223-3309



1981 CALENDAR OF EVENTS

COMMODORE'S CUP RACE ..... Sat. Jan 24

COMMODORE'S BALL .....Fri. Jan 30 or  
Sat. Jan 31.

FEBRUARY OPEN

MARCH OPEN

FOOLS' REGATTA ..... Sat Apr. 4

IRON MAN SINGLE-HANDED RACE..... Sat May 9

YESTERYEAR BAY REGATTA.....Sat June 20

AMSS SAN DIEGO-MAUI RACE START..... Sun June 21

JULY OPEN

PETTYCOAT REGATTA (ladies only)..... 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

**\*\*JANUARY GENERAL MEETING\*\***

DATE CHANGE Due to the fact that most of the people in the world are uninformed about the **ANCIENT MARINERS** and don't realize that we always hold our meetings on the first Thurs of the month, they went out and scheduled the first Thurs of January to be New Years Day. So that we wouldn't spoil a lot of New Years parties, the Board decided to reschedule the meeting for Thurs Jan 8, 7:00 at Silvergate.

FROM THE HELM

Three years ago I was chasing all those beautiful wooden boats around the bay yelling, "Wait for me! I want to join up!"

Now look what I've gotten myself into!

I appreciate your support and enthusiasm electing me as your 1981 AMSS Commodore. I also appreciate your having elected a great Board of Directors. Some we all know; Chris and John Frost, and of course Trudy Wood, and we have some new faces; Jack and Leslie Cabeen, Lee Colby, Joe Coppola, and Kerry Hargraves.

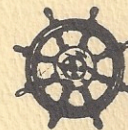
At our first board meeting, we sat down and accomplished a great deal of work. The 1981 calendar of events has been set. Race and handicap committees were formed, and various other jobs were assigned or volunteered for.

You will note two new events for this coming year. The "Pettycoat Regatta" will be one of the most interesting and fun events of the year. (skippers check up on your insurance) In October, the Glorietta Bay "Dingy Races", raft-up and Chudynasty dinner will give us all the time to get together without working to get the last sail up, or wondering if the bottom is clean.

One question often asked of me last year as a board member, and a question I asked when I joined was, "How about a copy of the by-laws?" Starting at the Jan 8 general meeting, copies will be available for all!

My objectives for the coming year are to involve the entire membership and to conduct our affairs in a relaxed, fun and informative manner.

LOOKING FORWARD TO A GREAT NEW YEAR !!



Tom Belair

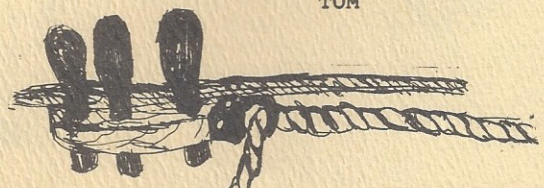
YOUR ATTENTION PLEASE !

A question has been presented to the Board that I feel should be addressed to all the members.

A classic powerboat owner has applied for membership or rather has suggested a Powerboat Auxiliary Squadron of the AMSS. Before you all shout No, No , Never! give it some thought.

The applicant, Roy Knoch, will give us his views and reasons for such a membership at the Jan 8 general meeting.

TOM





YEARBOOK CHECK LIST

\*\*NEW MEMBER\*\*

TAMALMAR owned by: Beverly Mathias  
She is a 73 foot schooner designed  
by George Wayland and built by Stev-  
ens Bros. in Stockton Ca. 1927.

\*\*REINSTATEMENT\*\*

MIGAN Owned by Steve Bradley  
She is a 24 foot wood, db1 ended  
sloop designed by Spitzgotter and  
built at the Horsen Boat Yard in  
Denmark, 1946.

\*\*UNDER CONSIDERATION\*\*

INTERMISSION owned by Dall De Weese  
She is a 38 foot cutter with  
mahogany hull designed by Wm.  
F. Crosby and built in 1938  
Photo's at Jan. meeting.

\*\*MEMBERSHIP\*\*

Well folks the time for dues payment is up-  
on us again, and it is my sad duty to inform  
you that by almost unanimous decision by the  
Board they have been increased to \$35 for new  
members and \$15 for renewal. Feb 1 is the  
deadline before a penalty is attached and \$20  
is charged. New members that joined in Oct.  
and since are considered paid thru 1981.  
Also due by Feb 1 is all the info you want us  
to print about your boat in our new 1981 Club  
Roster. In the column to the right is a list  
of last years members and the info we still  
need about each boat. If you see a "0" in a  
column next to your boat, please provide the  
missing information so that we can make our  
very first Roster a success! Please send your  
dues, \$15 for renewal, and anything you want  
shown in the Roster ( you may want to send us  
a better photo) to  
AMSS  
P.O. Box 6484  
S.D. CA. 92106

**REMEMBER** : This Roster will be very important,  
interesting and informative, devoting half a  
page to each boat. But it can only be a suc-  
cess if everyone participates. Your dues must  
be paid and all necessary information must  
submitted by Feb 1 in order to insure your boat  
a spot in this exciting new Roster. Also, a  
business-card size advertising space will be  
available for a bargain price to all paid  
members. For advertising space contact Gene Truex.  
565-0672  
273-3275

If you don't see your boats name,  
we obviously need everything.

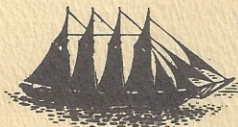


AMSS MEMBERS

WANTED: THE RARE (NEARLY EXTINCT) VOLUNTEER!!!!

Someone to Organize, Direct, and  
participate in a Race, Cruise, Etc...  
for AMSS member boats 20 ft L.O.A.  
and smaller.

CONTACT: Tom Belair 453-6566



Boat	Address	Story	Picture	Comments
Viking	X	0	0	
Algria	X	0	0	
Alhena	X	X	X	
Aloha	X	0	0	Picture is not sailing
Antigua - Croft	X	0	X	
Antigua - Rayle	X	0	X	
Aphrodite	X	0	X	Need more story
Artemis	X	0	0	
Benjamin Serenity	X	X	0	
Black Sheep	X	X	X	
Bonita	0	X	0	New owners
Clara	X	0	0	
C'est La Vie	X	X	0	
Comber	X	0	0	
Corsican	X	0	0	
Cutter	X	X	0	
Cutty Sark II	X	0	0	
Cybele	X	0	0	Picture stained
Cynthia	X	0	X	
Dingus	X	0	0	
Dolphin	X	X	0	would like sail photo
Eclipse	X	0	X	
Elfin	X	0	X	
Evening Star	X	X	X	
Evergreen	X	0	X	
Francesca	X	X	0	
Gloria	0	0	0	address not current
Good Risk	X	X	X	
Gracie	X	X	X	
Helaine	X	X	0	need better one
Irena	X	0	0	
Islander	X	X	0	
Jada	X	0	0	
Jamboree	X	0	0	need better picture
Jonathan Swift	0	X	0	new owners
Kivi	X	0	0	
Kiwi	X	X	0	
Lucky Lady	X	0	0	
Maggie Dunn	X	X	0	
Maid of Kent	X	0	X	
Malololelei	X	X	X	
Manukai	X	X	X	
Margarita	X	X	X	
Maribel	X	0	X	
Mischief	0	0	0	no application at all
Monifah	X	0	0	
Nani Kai	X	X	X	
Narhval	X	X	0	
Nirvana	X	X	0	
Pacifica	X	0	0	
Pacific Child	X	X	0	need brokerage photo
Pacific Trader	0	0	0	no application at all
Pampero	X	X	0	Need newer photo
Pernille	X	0	X	
Poppy	0	0	0	Need new address
Prima Donna	X	0	X	
Privateer	X	X	0	
Quascilla	X	0	X	
Revelee	X	X	X	
Revenge	0	0	0	New owner
Rowdy	X	X	0	need new photo
Saga	X	0	X	
Salud	0	X	X	
Salute	X	X	X	
Sea Brig	X	X	X	
Sea Sharp	X	0	X	
Sea Witch	X	X	0	
Solveig	X	X	X	
Sonden	0	0	0	new owner - need photo
Storm Fuglen	X	X	X	
Styrke	X	0	0	
Sundance	X	X	X	
Sunshine	X	0	0	
Tamalmar	X	0	0	
Tradition	X	X	0	
Toucan	0	0	X	need year designed
Triwon	X	0	0	
Vingilot	0	0	0	no application
White Cloud	X	0	X	
Whisper	X	0	X	
Wizard of Bristol	0	0	X	new owner
Wood Lust	X	X	X	
Zapata II	X	0	0	



**\*\*ON THE ROAD FOR RUM WITH ROBERT AND RENEE\*\***  
Cruising South on PRIVATEER

One of the biggest complaints of San Diego boatowners is their lack of cruising grounds for a leisurely one week cruise. Within 15 miles of San Diego we found delightful cruising, also- and most importantly, we were trading cheap Fed-Mart beer for lots of lobster, crab and mussels (which we love). We'll leave the ante up to you but we were getting about six lobster for about \$1 worth of beer! This anchorage shall remain anonymous for obvious reasons, but we enjoyed beautiful weather and no other boats.

This trip was meant to be at a real slow pace. We plan to harbor-hop all the way down and explore places which we normally pass by. No, we didn't stop at Ensenada. We don't like the harbor nor are we sure that they had recovered from the last visit by the Ancient Mariners.

We found Todos Santos anchorage on the south island very uncomfortable for us. A little too confining, and the wind shifts at night putting our backs up against the wall caused us to stand night anchor-watches. If there is anything we hate more, I don't know what it is. The only way we would feel comfortable was to put out two bow hooks as well as two stern to keep us immobile. We've heard of as many as 15 boats in there but I'd have to see it to believe it!

Santo Tomas was a delightful anchorage. There is water there for you worry-warts, rocky-sand bottom but the "OL Plow" worked wonders as we were hit by a few N.Westerlys which caused a large swell to run. It blew for two days and we got a little nervous tracking a gale off Los Angeles on WWV which was moving south. Fortunately it blew out... and we were worried about Southerlies!

Isla San Martin was the next stop and that's where we got into trouble. Lots of lobster and gorgeous weather. Before we knew it a week had gone by! We had now been out three weeks and only gone 150 miles. Obviously we were going to have to make tracks if we wanted to get to Turtle Bay (half way) this year.

On to San Quintin, the outer bay. We are too deep for the inner lagoon but would love to try it in a shallow draft vessel. The recommended anchorage is to the East of the new El Presidente Hotel. We wanted to reprovision here but there was no way to get ashore due to a fair surf running. So on to Punta Baja for the night. At this point we caught a large bonito on a gold-plastic squid. This works well using a pole rather than a hand line trolling.

From Punta Baja on to Punta San Carlos. It was here that we encountered very warm land breezes that made our evening cocktails that much more spectacular. This is one of those places where you can actually see yourself retiring from the sea and moving ashore. Just a couple fish shacks, nothing more.

Punta San Carlos to Cedros is a long run. To keep running along the coast would have meant a beat eventually to get around Punta Eugenia. What can we say about Cedros! It's always a hassle across the north channel and this was no exception. We anchored just about 1/2 mile south of the north fishing village. It's very deep and rocky. We were hit by a series of incredible "williwaws" from the canyons and were sent back out to sea. Unfortunately we were still asleep! We decided to go on to Baja Tortugas in the night. At Cedros we found the first visible navigation lights since the Coronados. The Dewey channel is very narrow with Punta Eugenia on one side and Natividad island on the other. Just when we couldn't tell which lights we were seeing, a big San Diego sportfisher came by and led the way.

Most of these runs we found ourselves doing a 6-7 knot average mostly under sail. For the two of us alone on this big Ol -girl it gets quite exciting!

Ah Turtle Bay, the land of stores, restaurants water and fuel. Think we'll just have a little rum before we go ashore to explore.

Stay Tuned.....

**\*\*HALF-PINT-O-RUM RACE\*\***

The Ancient Mariners held one of San Diego's most unique yearly events last Sat. Dec. 6 when they held the 6th annual Half-Pint-O-Rum Race, starting at Shelter Island and ending at South Coronado.

The start began with the skippers on the beach. At the gun they ran to their dinghies and rowed to their boats where their crews could then up-anchor, raise sails and go; no engines allowed. This unique start, intended to make the race a test of seamanship ability as well as go-fast ability, inevitably caused minor mishaps.

Paul and Susan Mitchell on WHITE CLOUD and Jim and Debbie Ferris with JADA, sailed the race without any crew surely having the most exhausting starts! Paul, trying to anchor as close to the beach as possible, ran aground, delaying the start 20 minutes as a spectator boat (NIRVANA) pulled WHITE CLOUD clear, displacing numerous other competitors anchored close-by.

Debbie Ferris found that using one paddle to propel her inflatable canoe is great for going in circles but no better upside down. Doug Smith on ANDALE forgot he had taken the battens out of the mainsail and had to pull it down. Mike Williams on WHISPER discovered it takes more than 40' of scope to anchor in 45' of water. Despite the frequent minor foul-ups no collisions or accidents have occurred in the six years the race has been run.

On board ANDALE after the race, the celebration took place off South Coronado island. The rum was poured into a trophy; a 3 gal oak and bronze cask, and shared by all who chose to brave the rolly anchorage.

A good time was had by all in raft-up "B" held between the yacht-clubs in La Playa.

WHISPER was seen to reach the finish with PACIFICICA and ZAPATA II close behind, but you'll have to come to the January meeting on the 8th to get the official results.



**\*\*MAUI UPDATE\*\***

Among those showing interest in our June 21 race to Maui is Richard Williams owner of the 61 foot schooner DAUNTLESS designed by Alden and built in 1930. And even more definite seem the plans of Bob Sloan owner of the 62 foot schooner SPIKE AFRICA.

Still looking for crew is Joe Coppola and looking for a ride to Maui is Mike Lynns who owns two member boats, HERRITAGE and APHRODITE. His number is 571-1305. Also looking for a berth is Mike Anderson of Newport Beach, a gaff-rig specialist who owns a 27 foot gaff yawl. (1) 673-2978.

It has been determined that in order to put on a top quality race we're going to require a \$200 entry fee.