

REMOVE OUTPOST - NEW NATION BUILDING WESTWARD
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 SAN DIEGO MAY 27 1980 921

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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 46500
 1857

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kelp along which extends from False 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 Kelp off the point, from the eastern edge of which steer N 1/2 E N 1/2 W 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 Plaza open past Ballast Point, haul up and steer in that direction S 3/4 W 1/2 W to the anchorage.
In boating while standing to the Eastward, do not approach the Zuniga 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 water on at mean low tide, but being out of the channelway 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 intractable except in very smooth weather.

Ancient Mariners Sailing Society
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 California, 92106

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 1890 LINBROOK
 SAN DIEGO, CA. 92111



ALBERT ROSS

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

ALBATROSS Vol. VII No. 5 May, 1980

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BOARD MEMBERS - 1980

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1980 CALENDAR OF EVENTS

June 7th	Singlehanders Race (San Diego) Contact Tom Belair 453-6566
	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?
December 6th	Annual Half Pint O' Rum Race (San Diego)

How many of you folks are planning on going to Long Beach in August for the Ancient Mariners races there? Don't answer that now; I will ask you again next month. We should be considering the trip now; but more important at this time, we should be considering the folks up North and what their participation will be in our Yesteryear Regatta in June.

It always seems to add a great deal when an out-of-town boat arrives, after traveling perhaps hundreds of miles, to join us in our local affair. Not only does it give us more and different boats to compete against, but also it enhances the good relationships with our like-minded friends up the coast.

We can be very proud of our club. It is unique, as it is the most active and best attended of any similar club on the West Coast. In addition to our great races, raft-ups, parties and meetings of an educational nature, we have a camaraderie that is not seen in the other groups. When one of their members comes to join us it is important that we show them the same warmth that we show each other.

Many of us have out-of-town friends with qualifying boats that may want to make the trip to San Diego in June. You can let them know that not only are they welcome, but also they will get the warm reception they deserve and a time they will never forget. And possibly a trophy too! This years' Ancient Mariners' Yesteryear Regatta promises to be the best one yet. It will be enjoyed even more with the out-of-town boats, but it is up to us to get them here, and more important, to make sure they will want to return next year.

Paul Mitchell

JUNE GENERAL MEETING

This meeting will be devoted to the upcoming "Yesteryear Regatta", June 28th. Be sure to attend and find out what is going on for that weekend.

We will be discussing the exciting new T-shirts, the race, raft up, the gourmet meals being prepared at Southwestern Yacht Club, shore boats, etc. This will probably be the last chance for us to get your comments and recommendations, and remember - this race is for you!

As we have no set program for this meeting other than the regatta, bring what pictures you have of previous Yesteryear Regattas/Spring Regattas, and we'll preview the excitement of the race.

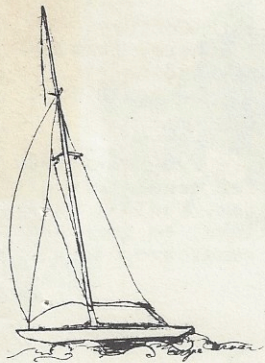
That's June 5th at Silvergate YC.

NEW MEMBER

Robert (Bobby) Frank Fremont, Yacht JAMBOREE, a "Common Sense Cutter" of 28 feet, one of those extremely fast Matt Walsh designs. JAMBOREE was built in 1934 by Matt Walsh in Newport Beach, California. With a narrow, deep hull, bowsprit, boomkin, 7/8 rig and tanbark sails, JAMBOREE is the essence of a small classic racing/cruising boat.

Welcome Bobby and JAMBOREE.

* Editors Note: Watch out classic racing boats. JAMBOREE's sistership REDWITCH just walked away with 1st in the Ancient Mariners class in the recent Newport Beach/Ensenada Race, sailing (ghosting) much better than her handicap would indicate.



CALLING ALL IRON MEN

On Saturday June 7th we will be having the first annual Iron Mans Race, an idea that originated back when our club was quite young.

Back in 1974 or 1975 the Ancient Mariners had an Iron Man Race starting from anchor in Glorietta Bay and beating out to buoy #1. That race saw NIRVANA and SIRIUS like such run away freight trains competing against smaller boats such as MARIBEL.

Because of our clubs' present good standing with the Harbor Patrol and Coastguard, we've decided to conduct the race entirely out in the open ocean.

The singlehanded feature of this race will be a great equalizer. Smaller, easier to sail boats will have a better chance against the larger racing boats, who if they try their new spinnakers, may end up in Ensenada.

The race is to be sailed by one person, though a small penalty will be allowed to have a second person below in case of emergency. (**Note: We don't want to see any sheets led down through portholes!)

This race already has about 7 or 8 entries and there will be about 9 trophies, including 2 perpetuals! (Including an old U.S. Navy spyglass).

If you haven't received an entry form, please ask for it at the June General Meeting. And don't forget -- there will be a raft up and Awards Ceremony in Glorietta Bay immediately following the race.

So even if you're not going to race, please come for the raft up and good times in Glorietta Bay!

For more information contact the race organizer, Tom Belair.

T-SHIRTS AVAILABLE

Have you ever gotten tired of the same old red or blue Ancient Mariners T-shirts with the white silkscreen on the back? If so, this is your lucky regatta!

Now available at Paul Mitchell's Sail Services and Westerly Sails are the new - improved Ancient Mariners Yesteryear Regatta T-shirts!!

Yes folks, this is your chance to get your T-shirts in such enticing flavors as lemon yellow, orange orange, teak tan, bilge black and barnacle brown -- and yes, you can even go with the same old red and blue.

There are ladies shirts too, and ones for little kids. Not only that, but now you can have long sleeves!

So check out these T-shirts now at Westerly Sails and Sail Services on Shelter Island. If they run out of what you want, get them to order it right away so you'll have it by the race. Also - ask for the Yesteryear Regatta sailing jackets with the name of your boat on the front!

We'll have T-shirts available at the June General Meeting.

"BOUNTY" SAILS AGAIN

An unexpected Old World sight at the Whrangarei town quay in New Zealand is the square yards and Stockholm-tarred rigging of a three-master. It's the Dino de Laurentis Film Corp. replica of the historic BOUNTY.

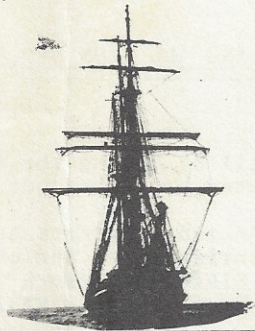
She was built by the Whrangarei Engineering Co. under the watchful eye of "Mac" McGuire, senior surveyor for Lloyds Registry of Shipping, and film company representative, seventy-year-old movies mogul David Sean (Bridge on the River Kwai, Lawrence of Arabia, Doctor Zhivago), who plans to use BOUNTY to do two films based on Richard Hough's exhaustively researched book, Captain Bligh and Mr. Christian.

The 93 foot vessel is a faithful external replica of the original BOUNTY, a three-masted Whitby Collier barque. Captain Cook's ENDEAVOR was the same sturdy sea-proven type.

But the Whrangarei-built replica is of steel construction, her steel hull timber clad above the waterline with African iroko. Since a vessel of this size built in steel is far lighter than the same design built in heavy timbers, fifty extra tons of lead were needed to get her down to her lines, which means she's considerably stiffer than her 200-year-old sister was. Masts and spars of British Columbia pine enable her to fly 10,000 square feet of Scottish flax. Ratsey also made her a second suit of terylene sails.

An ingenious blend of 20th Century technology and 18th Century authenticity, her running rigging is of specially weathered terylene, standing rigging of stainless steel enclosed in hemp, and under water she has cleverly simulated copper sheathing. (She could fool everyone but a radar operator.)

Below decks the resemblance to her predecessor ends. Two Kelvin 400 HP diesels give her 9.3 knots under power while 2 Lister generators provide power for filming, air conditioning, sprinkler system, radios, radar, and satellite navigation. She even has "heeling tanks" to give added list for certain filming sequences. Antennas and radar are hidden in the maze of rigging.



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