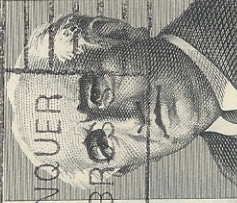
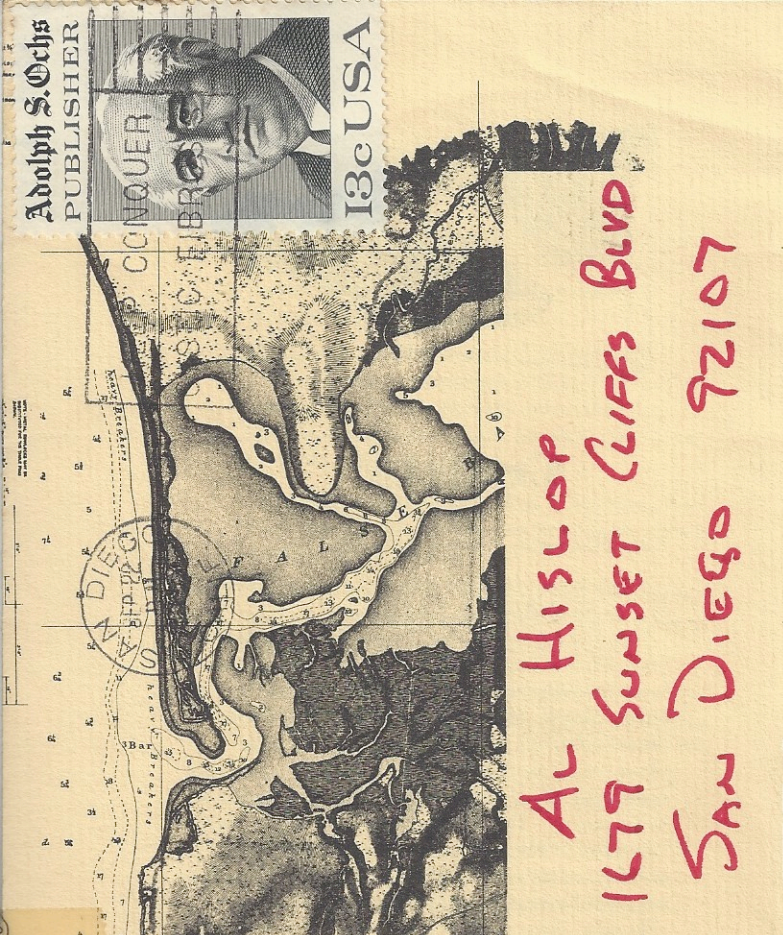


Adolph S. Ochs
PUBLISHER



18c USA



AL HISLOP
1679 SUNSET CLIFFS BLVD
SAN DIEGO 92107

ANCIENT MARINERS SAILING SOCIETY
P.O. BOX 80582
SAN DIEGO, CALIFORNIA 92138

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 66000

1857

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kelp along the coast of False 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 Kelp off the point, from the eastern edge of which, about 1/2 mile (1/2 mile) will rise 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. (See "SAILING DIRECTIONS" in the anchorage.)

In boating while standing to the Eastward, do not approach the Sunings 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 27 feet of water on the mean low tide, but being out of the shoal depth 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 hazy. There is nothing more than a boat channel at the entrance of False Bay, and that is impracticable except in very smooth weather.



ALBERT ROSS

September
1976

MEETING

Sept. 30 - General Meeting
7:30 p.m. Corinthian Room
Kay Clemmons, Guest Speaker
Topic: Their cruise to the Pacific Northwest

Oct. 28 General Meeting
Oct. 30 Cruise to Glorietta Bay
"Halloween"
Nov. 18 General Meeting
Nov. 20 Half-Pint-of-Rum Race
Dec. 19 Xmas Parade of Lights

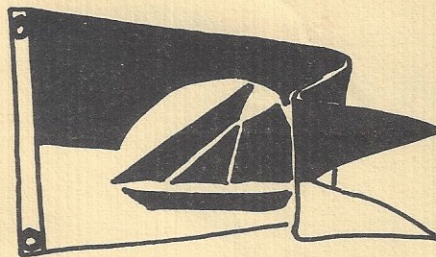
Why not make a full pleasant evening of the last Thursday of each month? Come early, have dinner at S.W.Y.C. visiting with other A.M.S.S. members, attend the A.M.S.S. meeting at 7:30 and after a drink in the bar, or just stay to talk.

SWYC has opened their dinning room and bar to all A.M.S.S. members on the evening of the general meeting.



ON GOING RACE

The Saturday following the general meeting, all A.M.S.S. members are urged to turn out for a fun race - meeting at the Red Sails for breakfast, discussion, or the race or cruise, or at the starting point at 11:30 A.M. off Ballast Point.



Cruisin'

Dear Elizabeth, Ernie & Ancients,

If you have received this letter, then we made it - to Neah Bay (for fuel) at least.

First I want to say that I wish I had listened to your advice about taking extra fuel along. I kept promising Kay that "Once above 40°N, the winds always blow", or something dumb like that. After all, I have before me the pilot chart that says the same thing. Oh, we've had some days of good sailing - five (5) count'em - to be exact. The rest has been drifting or very light airs. We went one period of five days and four nites with nothing. Out of desperation we would motor, if only for our sanity.

So now, here we are 130 miles SW of Tatoosh Island and no wind. The barometer is the highest of the whole trip - and we have only enough fuel to keep us out of trouble.

We do have plenty of wine and food, so all is well with us. We're sleeping lots (too much) and have read all of our books, so now I have to decide whether or not to read the Bible or Bowditch. Good thing we'll be in soon.

Surprisingly, our navigation has been accurate, but then who's to check 800 miles at sea. Like I said in the opening paragraph, I was accurate if you get this.

The Aries vane works well if there is more than force one apparent wind, even in big following seas. We've hand steered very little, and sometimes the boat does it better herself without the vane. It does keep it interesting.

Viking is not fast, but she is comfortable in most all seas. At least it's something.

Lest this letter sound negative, let me assure you that the trip has been a profound experience for both of us, and (now that we're almost there) well worth it.

More Later - - -

Kay and Tom

HALLOWEEN CRUISE

The fleet will gather off Shelter Island 's southend at 11:30 A.M., Saturday, October 30th, making a spooking weekend of it.

Ghosting down to Glorietta Bay and Rafting up - you can dress for Halloween and don't forget the trick-or-treat candies and jack-o-lanterns.

Editorial

There are two events coming up very fast for A.M.S.S. Both are of equal importance and I want to urge each and every member to take an active part.

The general election soon to be held :

Nomination committee will be looking for members to fill the Board's vacancies - all but the Commodore's post for that must come from the previous board.

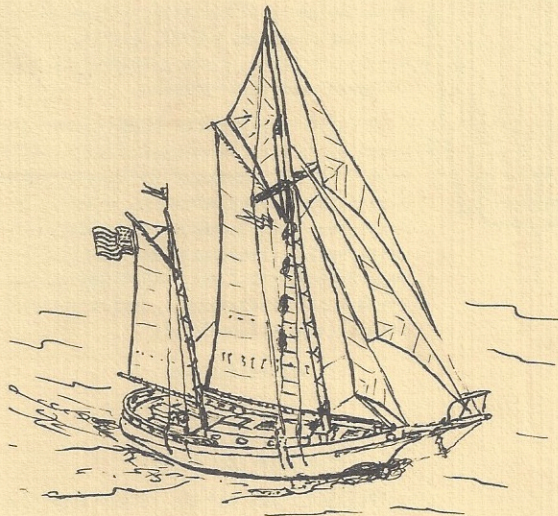
It is important, if your club is to grow, that each member take his or her time as an active member on the board.

The other event I am thinking about is our May Regatta some eight months off - but it takes a good six months to get it all put together.

Begin thinking about the committee you can best serve on; phone calling, letter writing, trophy and race committee just to name a few.

When the Chairman asks for help, lets all turn out and give the event our very best.

Associate members are urged to help on the Regatta and don't forget if you want to be on a boat for the race, sign up on a crews list with the Commodore.



This will be Ernie's and my last Albatross. It has been a pleasure working with all of you, but with boat people, things have a way of always changing. We are now the very proud owners of our own boat yard in Anacortes, Washington, heart of the greatest cruising country.

I want to thank all of you who helped the Albatross with your news articles, and a very special thank you to Saunie Driscoll who gave me so much help the first few months. Without her, getting the job started would have been a lot harder.

Wish the A.M.S.S. all the success for the future.

Elizabeth

ABOARD THE YACHT "JOSS II"

Basil Lusting is taking his yacht up the coast to San Francisco and the Delta for a month cruise.



Aboard the yacht "SEAWEED", Bob Lynn and Doug Simpson spent their vacation cruising around Santa Catalina Island.



Sam Mangum flew over to Hawaii to sail the Islands with the Driscoll family on the Driscoll's yacht "SEA WITCH".



Pat and Van Hope launched their yacht "PACIFIC TRADER" at Port Townsend, Wash., Saturday, August 21 at 1:00 p.m.

All the A.M.S.S. members send congratulations wishing you years of happy sailing.

THE LONG BEACH RACE

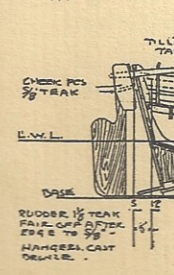
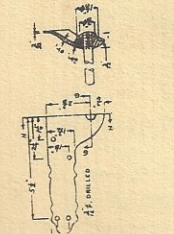
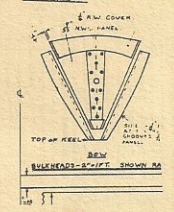
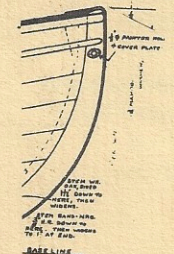
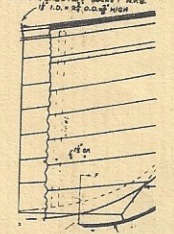
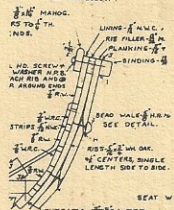
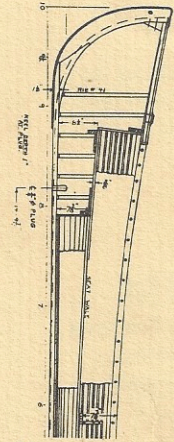
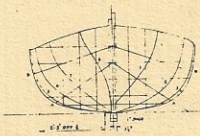
Because of Maribel's reputation, we had to give time to a "Q" boat. However, this was not much of a problem as we caught and passed the Q on the third leg of the race. However, our victory was short lived as the wind just kept building and combined with an unplanned tact at the last mark - due to an impending collision with a schooner on a port tact, a short and successful mutiny over passing the mark correctly, the Q caught on the last leg. However, the crew fought on to hold off Hilaria at the finish to gain revenge over May's finish. Maribel placed 4th in sloops and cutters and we have big plans for next year. (Reef on the last lee.)

The trip back was fast. For example, we cleared Oceanside at noon and sailed into the dock at six that evening.

The crew of Maribel "R-22".

Ed

- mostly under sail power



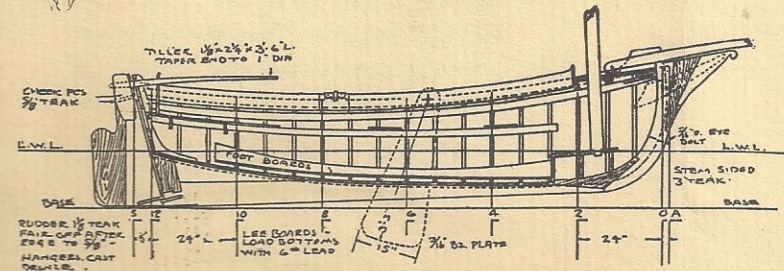
"OLD MAID"

"OLD MAID", often loved, but never cared for enough to form a lasting relationship. It seems she has always been abandoned for the younger and prettier "ladies" of the water. In spite of it all, though, there is still a youthful bounce in her 18 foot lapstrake hull, with its shapely wineglass transom and cute plumb bow. She was built of Port Orford cedar with oak stem and stern, and when we scraped her entire hull down to bare wood a few years ago, we would still smell the scent of pitch in the cedar.

The story goes that "OLD MAID" was constructed as a provisioning boat for one of the lumber schooners that travelled the waters off the West coast from San Diego to Seattle. There are places in the original rail, which is now covered with a cap rail, that indicate two sets of oarlocks were once used, along with double thwarts, which tell us that she was a two-man pulling boat at one time. It is assumed that she was built somewhere around 1865, and that for one reason or another, we have no actual facts, she was left in San Diego bay before the turn of the century. There is definite evidence to indicate that she is, indeed, a very, very old boat. One is the two iron lift-rings, for and aft, made of metal so pure that in spite of lack of protective coating and constant exposure to the weather, have never rusted or worn away. Also, we found that her planking is obviously hand hewn, with each one just a slightly different shape from the next, and her oak stem and stern are natural knees, which while not necessarily old, are something of a rarity these days.

There have been many changes made to the boat over her long lifetime. She was once a fishing skiff, among other things, and in the past decade she was fitted out with a sturdy gaff-headed sailing rig. However, we feel that the boat should be returned to the original design, and little by little, time and money permitting, we hope to see her restored. She has problems, to be sure, but what lady doesn't get a little leaky in her old age. One of these days, though, her facelift will be complete and then we'll see who is the fairest of them all.

Bev Holle



"DINGUS"

"DINGUS" is a limited production, where-by type lapstrake rowing skiff at 12 ft L.O.A. sporting a Gaff mainsail and a spinnaker.

She was built in Warren, Rhode Island in 1940 and served as a trainer/tender for the U.S. Navy during the 2nd world war. Later in the fifties, as the Navy entered the nuclear age, she was finally promoted to the surplus system and saved by a Laguna Beach guy active in the late 50's. From there, she was then acquired by a Mr. Holle who stored her for 10 years until she finally became a planter for ivy.

"DINGUS" was in this state when Gulch Enterprises first found her, and realizing her obvious antiquity and exceptional condition, resurrected and restored her to her present condition.

Gulch Enterprises

"OYSTER"

"OYSTER" is a Beetle Cat: 12'4" LOA, 6' Beam weighing 450 pounds, and carrying 100 feet of sail on a Gaff, Cat Rig. She has an oak frame, cedar planking and deck, fir spars and brass hardware.

"OYSTER" was built in 1958, essentially unchanged, even in method of construction, from their 1921 design of the Beetle Family of New Bedford, Massachusetts, a family whose reputation was already known world wide after three generations of building the more than 2000 Beetle Cats. "OYSTER" is one of the few on the west coast, and to my knowledge, the only one in San Diego.

Donna Edwards

"PULGITA DEL MAR"

"PULGITA DEL MAR", 13 foot Gaff sloop, lapstrake hull. Nancy and Tom Noonan became the proud owners in 1975.

Before that, Van and Pat Hope trailer her to San Filipe, spent sixty days sailing the Sea of Cortez to Cabo San Lucas, camping at night on the beaches.

We hope some day to have the Hope's do an article on this very exciting voyage.

