

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 46300

1857

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Rip, also, which extends from Balboa Bay along the land to and three miles beyond Pt. Loma, will serve as a good guide in thick weather. Vessels on entering the port may pass through the Rip off the point, from the eastern edge of which steer $N 1/2 E 27/2 E$ till up with Pt. Loma, the bar having been crossed when there is 22 fms at mean low water and leaving, six half of the village on the Plaza open past Ballast Point, haul up and steer in that direction $NNW 1/2 W$ $N 1/2 W$ to the anchorage.

In leaving while standing to the Eastward, do not approach the Luninga Shoal too deeply 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 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 Balboa Pt for Pt. Loma, as they resemble each other, particularly when the weather is hazy. There is nothing more than a lost channel at the entrance of Balboa Bay, and that is impracticable except in very smooth weather.

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ANCIENT MARINERS SAILING SOCIETY
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A L T B A T T R O S S



NEWSLETTER OF ANCIENT MARINERS SAILING SOCIETY

Albatross Vol IV No: 9
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Send all inquiries and articles to Marjie Carver, 2040 Harbor Island Drive, San Diego, California 92101

OFFICERS

Commodore - Hugo Carver -- 298-8422 (home);
Vice-Commodore - John Rosworthy via Hugo Carver; Secretary - Jim Keitges -- days only; 226-1155; Treasurer - Marjie Carver -- 298-8422

BOARD MEMBERS AT HOME: Kay Russell -- 277-6575; John Brannon -- 236-2835; Paul Mitchell -- 226-1155; Sam Mangum -- 224-1254; Bill Clark-- 298-9485

CALENDAR OF EVENTS

SEPTEMBER GENERAL MEETING Sept 29

This meeting will include a film of the Tall Ships gathering in Newport, Rhode Island and a talk and slides presentation by Ted Schwartz on electrolysis. The Sail Fleet of Southwestern Yacht Club plans to join us too. Also Bob Driscoll of the "Sea Witch" and currently in Hawaii, will probably be here with preview slides of what you can expect at the end of the Hawaii Race next year! Southwestern Yacht Club, 7:30 P.M.

GLORIETTA BAY CRUISE Oct 1,2

October 1st and 2nd
Contact Hugo or Marjie Carver if interested in going...Bring your dinghies for certain small boat regattas!

OCTOBER BOARD MEETING

We will be discussing the Regatta and the Transpa Race for next year. The Membership is invited to attend and bring comments and ideas. Meeting is October 6th, 7:30 P.M. at Southwestern Yacht Club

Oct 27 General Meeting at Southwestern Yacht Club, 7:30 P.M.

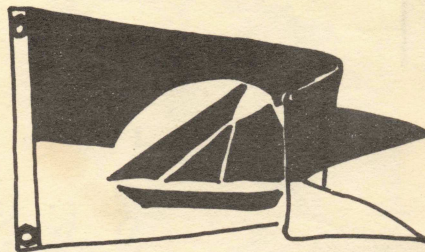
We will hold the elections for the up-coming board members and staff officers. Afterwards, we will be showing a very rare "J" boat film. Then slides and pictures will be shown of the Schooner Race in Long Beach...If you have any slides to bring contact John Rosworthy at:222-2795 in the evenings.

Nov 17 General Meeting at Southwestern Yacht Club, 7:30 P.M.

Will be changed to the 17th because of Thanksgiving. We tentatively have a presentation by local boat builders planned including slides of mast construction by Bill Clark.

Dec 3,4 Half-Pint-O-Rum Race/Raft-up
Dec 18 Christmas Parade of Lights

Board meetings are the first Thursday of the month, 7:30 P.M. at Southwestern Yacht Club. All members are welcome.



FROM THE HELM

Note that two very fine boats were accepted into AMSS at the board meeting, both unofficially represented us at the Schooner race and won trophies. "Old Glory" is owned by Greg Massie and is an all teak trunnel fastened boat quite recently built in Thailand. She is about 65' on deck, gaff rigged. Try to get aboard to see that old world craftsmanship does still exist.

"Violet" is owned by William Barrow and is quite a ship at about 83' on deck. Bill was very generous to take a half dozen of our local sea scouts to the Schooner Races where they achieved an honest "last to finish". The engine is a beautiful 65 h.p. 942 cu. in. Skandia Diesel that takes an half hour to start but will run forever. Welcome to the new members.

Our boat was saddened tonight as I just heard Patrick Smith of the "Poppy" passed away terminating a losing battle with leukemia. Patrick sailed up to the end in a beautiful boat but started failing as the Ancient Marinersboats were at Catalina on the return from the Schooner Race. We hope "Poppy" goes to someone who cares as much as Patrick did.

Be sure not to miss the October meeting which should be something special. I am still looking for an event chairman for the Glorietta Bay Cruise, October 1 and 2 and the Half-Pint-O-Rum. Don't be bashful, help out! We would like to have some good dinghy events in Glorietta.

I sailed around San Clemente on "Sirius" with Terry Hedin and crew. 26 hours for 134 miles in Southern California is not too shabby. Gives me a good feeling to sail on an early 30's boat against all the brand new ones and be 4th to finish out of 50 or so. Great!

That's it from the helm, or tiller in "sirius"'s case.

Hugo





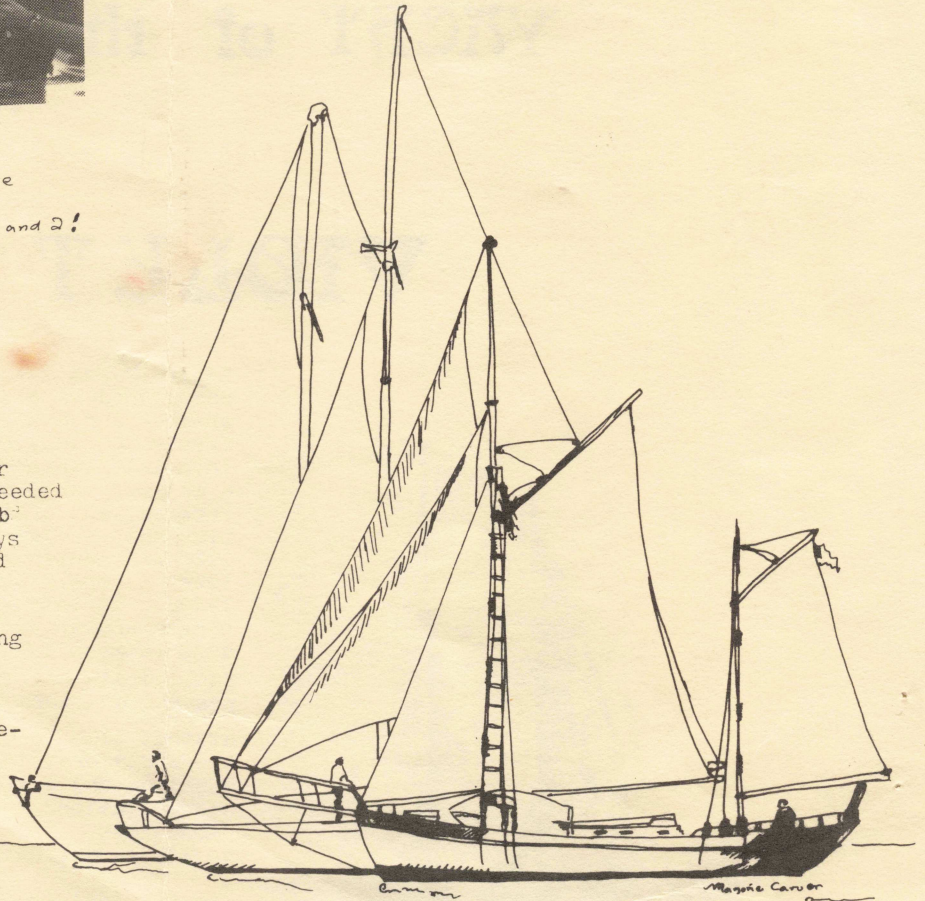
Al Hislop Terry Hedlin Jim Keitges Hugo Carver

The IRON Men ... Beware of these rascles at Glorietta Bay October 1 and 2!

AWAY ALL BOATS

There is an empty slip at the Red Sails dock. After five years, past Commodore Doug Smith and his vintage vessel "Aloha" have moved to a new berth. It was truly an auspicious occasion. On departing his slip this well known Yachtsman known for his skillful seamanship and coolness under pressure, hoisted the main alone and proceeded to sail down on the neighboring Eichenlaub Marina. Doug successfully sank two dinghys along with their startled occupants, and drove the mighty "Aloha" high and dry on the main dock of Eichenlaub's. Undaunted from the near tragedy, and after inspecting the "Aloha" for damages, Doug and his lovely daughter, Tracy, proceeded to sail "Aloha" to her new home at Southwestern Yacht Club. Once again proving his competence in the face of adversity.

John Brannon



Nomination Requirements



COMING UP: ELECTIONS

Be thinking of staff officers and board members for next year. Nominations will be in October's meeting with the voting in November's and the results sent out in December.

CORRECTION:

Last month we left out the name of the Hale's lovely yacht, "Bonita" who is not only one of our first members but also one of the oldest. Our apology to Lori and Morcy!

Article 8 Section 2 C.

No member shall accept nomination for or be elected to the Board of Directors more than two (2) years in succession. After the end of his second year a Board Director (including officers) must wait a full year before accepting nomination to, or becoming a candidate again.

Article 8 Section J.

To become eligible to accept a nomination for Commodore or Vice-Commodore a member must have been previously elected to and served at least on one (1) or more previous Board of Directors.

MEMBERSHIP

"OLD GLORY"
Greg Massie
2040 Harbor Island Drive
San Diego, California 92101

"VIOLET"
Bill Barrow & Jeffery
2040 Harbor Island Drive
San Diego, California 92101

"Pacific Trader"
Pat Langley and Van Hope
P.O. Box 6068
San Diego, California 92106

cut out and
tape to your roster!



YACHT of the month...

VIOLETT



"Violet" was launched in 1903 in Dordrecht, Holland, christened name, "General de la Rey". She is one of the famous Loggert North Sea Ketches built for severe sea duty for year-round fishing all the way into Artic waters. Her original design was with a 145-ton cargo hold amidships, crews quarters forward, and officers aft. Launched as a Dutch flag ship she was sold into Swedish registry in 1928 and continued as a cargo vessel working between Europe, Sweden, England and Iceland up to 1970. "Violet" was then purchased by the previous owners and an extensive interior redesign was done between 1970 and 1973.. Now tankage was installed at that time including septic holding. The present quarters were designed and built into her

at that time to produce an ideally rugged round-the-world cruising ketch. She is an extremely spacious and seakindly yacht with excellent living accommodations and very large and comfortable salon areas. In 1976 the Barrows bought the "Violet" in Ft. Lauderdale and brought her to San Diego.

The original Loggert design of sailing ships is well known throughout the North Sea and Baltic areas. They have proven themselves as supremely seaworthy for many years. The interior innovation of "Violet" as carried out in 1973 has been done by knowledgeable yachtsmen, and the completion is a fine example of an older vessel which has much charm and livability. This combination of seakindliness, comfortable passages, and utmost safety makes her one of the more desirable vessels for world cruising.

THE CEDAR BUCKET

A devise described by L. Francis Herreshoff in "Sensible Cruising Designs" used in place of the common ships head. It consists of brass hoops, a rope bale replacing the metal bale., a removeable wide-rimmed top ("...for I know those who like to take their ease with their elbows on their knees."), and a very good varnish job. To empty this devise requires some skill.

