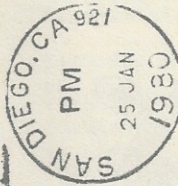


WILL ROGERS



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AL HISLOP  
1890 LINBROOK  
SAN DIEGO, CA. 92111

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



# 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 AM HARRISON Sub-Assistant

Hydrography by the Party

under the command of Comdr. JAMES ALDEN U.S.N. Asst.

Scale 46800

1857

### SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Help also, which extends from Palis 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 Help off the point, from the eastern edge of which star N1E N1757E till up with Pt. Loma, the bar having been crossed when there is 12 fms as near low water and having, say half of the village on the Plaza open past Ballast Point, haul up and stop in that direction S30W N1E to the anchorage.

In toasting while standing to the eastward, do not approach the Zuniaga 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 Villages, there is a shoal with 12 fms 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 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 Pt. Loma 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 Palis Bay, and that is impracticable except in very smooth weather.



# ALBERT ROSS

JANUARY, 1980

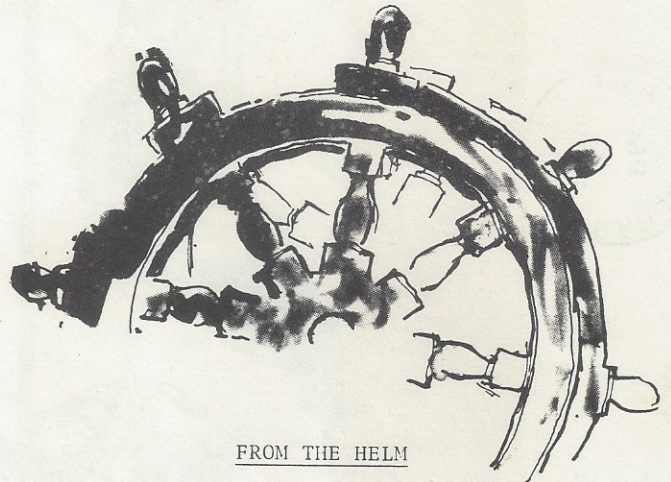


The ALBATROSS is the official publication  
of ANCIENT MARINERS SAILING SOCIETY of  
San Diego

ALBATROSS Vol. VII No. 1 January, 1980

BOARD MEMBERS - 1980

Commodore:	Paul Mitchell	226-1133
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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



FROM THE HELM

CALENDAR OF EVENTS

Saturday Feb. 2	Commodore's Ball
Thursday Feb. 7	General Meeting (Silver Gate YC) Film on replica of AMERICA

First I would like to thank all of you for giving me, as your Commodore, the great support of a first class Board of Directors. The Officers and Board members you elected are the most enthusiastic Board I have seen yet. This is going to be the year that the Ancient Mariners Sailing Society is put on the map.

The plans are under way. We have the talent, the ideas, and the energy. Each meeting is going to be better than ever. We have some programs and films that will not only be entertaining, but also will improve our knowledge in such areas as restoration, safety at sea, seamanship, and maritime history.

We have some community projects pending to bring the AMSS more before the public eye. One of them is a co-effort with the new Seaport Village to publicize their opening in April. We want to give more support to such groups as the Sea Scouts and the Maritime Museum. We are already working to establish closer ties with other like-minded groups on the West Coast: The Schooner Association of America, the Wooden Hull Owners Association, and the sponsors of the Master Mariners Race in San Francisco Bay. We intend to be a giving organization, and the results will benefit us all.


As our status in the general community and the boating community increases, it brings us closer to other goals we have. One of these goals is obtaining yacht club status. Another is the securing of special discounts and privileges from suppliers and others.

And, in all of this we will not forget our main purpose: to enjoy our fine vessels and our good friends. I have never seen another organization whose members have as much plain old good fun when they get together as we do. Here is to another good year.

See you at the Ball.....

Paul Mitchell

*Ripley's* -----  
**BELIEVE IT OR NOT**

 BACK IN 1980 THE ANNUAL  
COMMODORE'S BALL OF  
THE ANCIENT MARINERS SAILING  
SOCIETY WAS A SELLOUT AND  
PEOPLE WANTING RESERVATIONS  
WERE TURNED AWAY!!

(THE ABOVE IS A TRUE  
PREDICTION BASED UPON THE  
FACT THAT, BELIEVE IT OR  
NOT, OVER 25% OF THE  
DINNERS WERE RESERVED  
AND PAID FOR BY JAN 15;  
A TRUE EARLY START FOR  
AMSS.)—REMEMBER THE  
DEADLINE AND FIRST COME  
FIRST SERVE—





# Commodore's Race

YACHT OF THE MONTH

Last Saturday a group of hard-core racing addicts converged on the number 1 buoy having fully expected the night before to find themselves punching it out with Mother Nature. While foul weather gear sales were up before the Commodore's Cup, Paul was pondering the design of a tri-radial reaching umbrella. Friday found me out in El Cajon, peering through the downpour awaiting ski boat customers and reading about the Fastnet Race.

Saturday morning brought an unexpected entrant.... the Sun! With the starting gun, the race developed into a drifting match, in contrast to the heavy weather forecast of 24 hours previously. As the race developed, in the next few minutes the wind died. Though all boats were headed on the same course, everyone was on a different point of sail. PACIFICA and WHISPER were less than 50 yards from each other on the same heading on different tacks. Meanwhile, NIRVANA had pulled ahead by 5 or 10 boat lengths (a lead of 5 or 10 minutes). ZAPATA II, after overcoming being engulfed by WHITE CLOUDS' giant gollywobbler at the start, began to creep up on the lead boats and captured the lead half way out to North Coronado. This despite Jim's leaving his drifter in the garage expecting a gale. About this time, NIRVANA'S crew were observed to be swimming around the boat, while crews on most boats found themselves whale watching.

A breeze began to freshen from the North and the spinnakers came out on a beam reach to the island, where there was a nauseous hole! The wind dropped to about 2 knots near the island, an area where waves reflected off the shore to cause a vicious roll. The wind would no sooner fill the spinnakers when it would be knocked out by a roll. But the wind freshened again on the leg back and the boats started driving on a close reach.

As we approached the finish, a wonderous thing happened! The CHRISTIAN RADICH came out of the harbor under full sail! Most all of the boats passed her before or during sunset and I'm sure Fotomat is going to be swamped.

In case you're wondering if I'm going to tell you the race results, forget it. Come to the Commodore's Ball and find out!

The one finish that was made official was that of Hugo. During the raft up it took the entire PACIFICA crew to wear him down, but his arm was finally pinned in arm wrestling!

AND -- Special thanks are in order for Rey Nelson, who served as our Committee Boat for this race.

## WELCOME ABOARD NEW MEMBERS

Jim Roberts - Yacht GLORIA, a 61' Yawl designed 1951, built 1952 by Alberg Wrangeli in Stockholm, Sweden. Mahogany plank over ash frames.

Louis Hunt - Yacht SPRAY - a 44' Gaff Sloop, designed and built 1933 by Loggins R. Stewart. Glass over wood.

Michael R. Eaton-Lloyd - Associate.

The following contains excerpts from the San Diego Union-Tribune which printed an article complete with a full color picture of the HMS DOLPHIN. The proud owner of this 72-foot replica of a British warship is Jim Malloy, a Captain of the San Diego Police.

HMS DOLPHIN was built in 1973 in Nova Scotia by Troufalt for Hollis M. Baker, who used it extensively for cruising. "For history buffs, its interesting to note that the original HMS DOLPHIN was a British-armed three-masted barkentine that sailed to Tahiti in 1770... prior to Captain Cook's famous Pacific voyage."

Jim bought the boat in Palm Beach, Florida last year and had quite an eventful cruise, along with his wife Maria and daughters Donna and Jamie, bringing it to its new home, arriving last August.

"The DOLPHIN ran through one storm after another, cruising through the Bahamas and hit a storm off Jamaica that almost did the yacht in," Jim said. At that point the bilge pumps weren't operating. "We hadn't had any problem with leaking until then, but we punched a hole in our bow when the bowsprit broke and had to bail with buckets for eight hours," he noted.

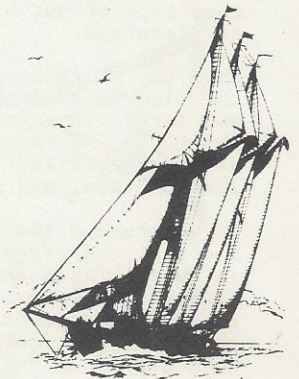
Jim's troubles weren't all connected with the weather, however. The DOLPHIN was hassled by authorities in Jamaica, buzzed by Cuban jet fighters, and stopped twice by Nicaraguan gun boats.

A warning to other Ancient Mariners during bay races! Jim has ordered scaled-down deck cannon and swivel cannon for the rails that will be capable of firing. "That should take care of anyone who might challenge Malloy's HMS DOLPHIN for the right-of-way during any San Diego bay sails."

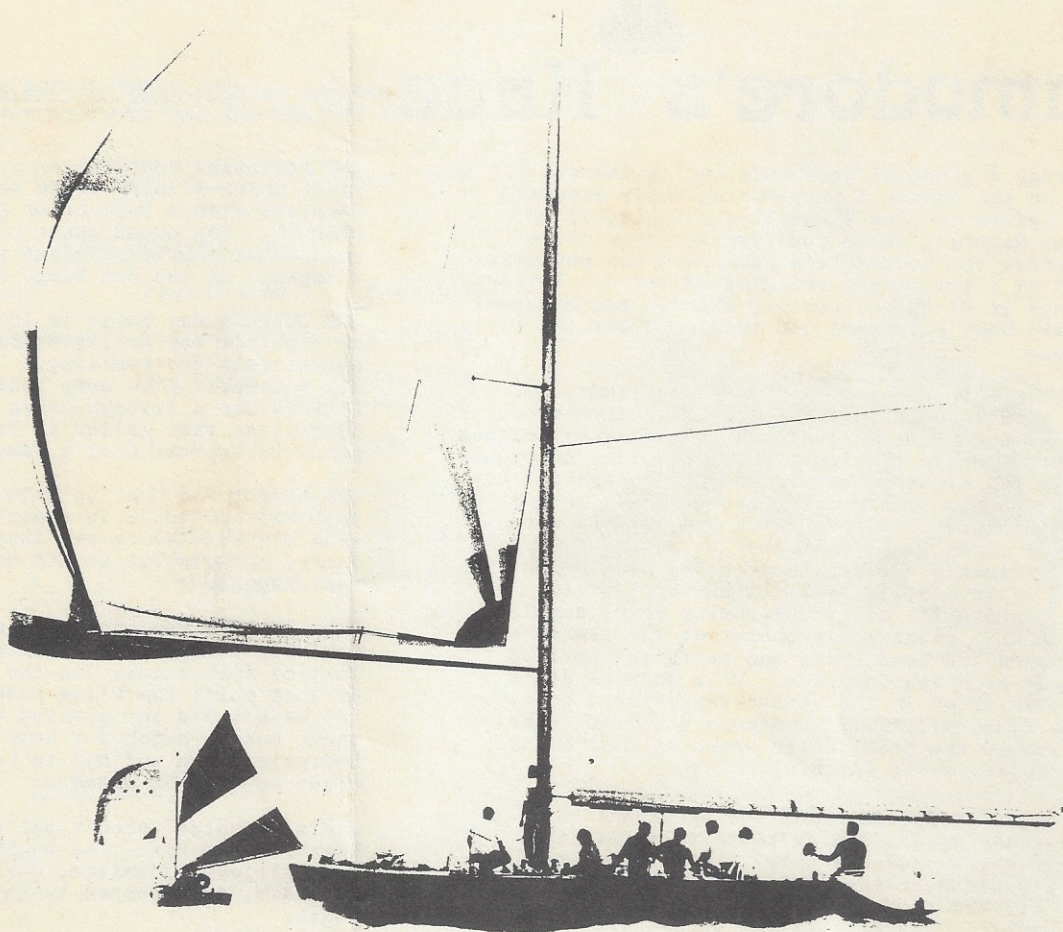
## WELCOME DOLPHIN

### NOTICE!

Our next racing event will be the "April Fool's Regatta", so we're giving notice to our abundant supply of "fools" to get ready for this race in early April.







-Photo by Bob Covarrubias-

Concerned crew of FREEDOM looks on as DINGUS crosses finish line.

DINGUS was selected to represent the Ancient Mariners Sailing Society in San Diego's annual New Year's Day Race. DINGUS being a very competitive 12 footer, we were confident we could bring home the gold when we were placed in the 12's class.

As we approached the start line we found, much to our surprise and disgust, that the other two boats in our class had taken advantage of the recent conversion to metric units. DINGUS, being of ancient vintage, had been built using the old English units of measurement. We felt that the larger size of the other two boats would give them an unfair advantage, but in spite of this we decided to race, using tactics which would take advantage of our higher maneuverability and quick acceleration.

When the starting gun sounded, DINGUS was across the line in a flash as the other two boats tacked and turned in apparent confusion. We were half way to the weather mark before the other two skippers realized that they were battling for second place, and started to pursue us in earnest.

As we rounded the mark and popped the chute, we could see that the larger boats did have a clear advantage in speed. With the big spinnakers looming ever larger behind us, we realized that we would have to rely on superior tactics if we were going to win this race. We decided to use a tactic which has worked well in the past -- "If you are leading the race, stay between your opponent and the finish line - you are bound to finish first".

FREEDOM, the closest of the larger 12's was using a different tactic on us -- "Cover your opponent - steal their wind". As they came up fast behind us it appeared that they would be successful. Then, as their giant spinnaker went over our heads and over our mast (This is known in racing circles as establishing an overlap) an amazing thing happened. The rush of air escaping under the large spinnaker caught DINGUS' sails and shoved the little boat out ahead of the big one. Each time the big boat approached, DINGUS would leap ahead. The devilish smiles on the faces of the crew of the big 12 turned to looks of chagrin as they realized that DINGUS was going to win. It is a well known fact that wind velocity increases near the edges of a blocking sail, but this is the first documented case where this effect has been used to win a race.

Accounts of this incident have been hushed up by the news media because of the considerable embarrassment it might cause the skippers of the larger 12's. It has been claimed that our win was a "one-in-a-million chance", but we have been offered a considerable amount of money to keep DINGUS away from the East Coast this summer.