

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 H 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 40000

1857

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Kelp along which extends from Point Loma to and thence 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 star N.E. N. 7/8 E. till up with Pt Loma, the bar having been crossed when there is 12 feet at mean low water and bearing away half of the village on the Flaca upon past Ballast Point, haul up and steer in that direction S.W. 1/4 W. (S. 1/4 W.) to the anchorage.

In towing while standing to the Eastward, do not approach the Zosima 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 Flaca the Channel is clearly marked at low water and its limits are more or less defined at any stage of the tide. Round into San Diego from the Northward, care must be taken not to mistake Point 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 Point Bay, and that is impracticable except in very smooth weather.

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



ALBATROSS

OCTOBER 1979



BOARD MEMBERS - 1979

Commodore:	Al Hislop	565-9214
Vice Commodore:	Sam Mangum	224-1254
Secretary:	Trudy Wood	268-8220
Treasurer:	Mike Lewis	223-5154
Members:	Steve Flanagan	224-2121
	Larry Fossum	582-4338
	Mike Williams	448-4121
	Mick McGuire	282-7296
	Ken Guyer	224-8500



CALENDAR OF EVENTS

Nov. 1	---	General Meeting Nominations for Board, etc. 7:30 at Westerly Sails
Dec. 1 & 2	--	HALF PINT O' RUM FESTIVITIES
Dec. 6	---	General Meeting

PROPOSED BY-LAW CHANGE

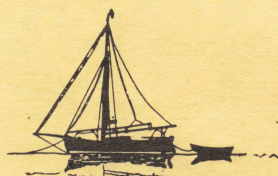
A proposal to change the by-laws affecting
eligibility for board members will be discussed
at the November general meeting so that we may
vote on the changes at the December meeting !

FROM THE HELM

The next General Meeting, on Thursday, Nov. 1
may be the most important meeting we will have all
year. This meeting will be the Nominations Meeting,
and we will select candidates for next year's AMSS
Board of Directors. This will be your chance to
influence the path that this organization takes
in the coming year, and it is important that you
attend and participate.

The diligence and enthusiasm of those
selected to be members of the Board of Directors
have a great deal to do with the services the AMSS
will provide in the coming year, so it would be
worth your while to come to the meeting and lend
a hand in the selection of these candidates.
I hope to see you there.

Al Hislop



WELCOME ABOARD ! NEW MEMBERS

H.M.S. DOLPHIN	72' barkentine(1/3 scale of the British warship) Built 1973 in Nova Scotia. Owners: Jim & Maria Malloy phone - 224-5259 Skipper: Jon Greene phone - 453-5246
PERNILLE	27' Vertue sloop (by Laurent Giles) Built 1964 in Denmark. Owners: Dell & Linda Crayne

(Associate) Rey Nelson
phone - 222-2235

YACHT OF THE MONTH

The BLACK SHEEP is a Block Island Cutter in the classic meaning of that design. The lines of the ship were taken from the yacht, IAMTHA. The sister ship was the SETEZE. Both family ships were built in the late 40's and 50's.

The BLACK SHEEP was built by Dave and Jean Bliemeister, who were school teachers in Newport Beach. The keel was laid in 1957 on a lot in back of the old train depot in Newport. In the Bristol Street Ship Yard 2x2 white oak frames were completed in 1957. Carvel planking of 1 1/2" Port Orford Cedar began in 1958. The deck was laid in 1959. Roy Wildman, a free-lance shipwright, helped the Bliemeisters during the weekends.

The interior of the ship was finished by the Bliemeisters and Bryan Rice. The wood carvings inside the ship and the trail boards were done by Jean Bliemeister. Launched in December, 1960 without spars or sails, a Christmas tree was installed in place of the mast.

In 1961, Bryan Rice completed the spars. The sail plan was drawn by Hugh Angleman who was living aboard the SEA WITCH in an adjacent berth.

As members of the South Coast Sailing Club, the Bliemeisters found one problem with their yacht - the tendency of the BLACK SHEEP to sail faster than the ketch owned by the club's commodore!

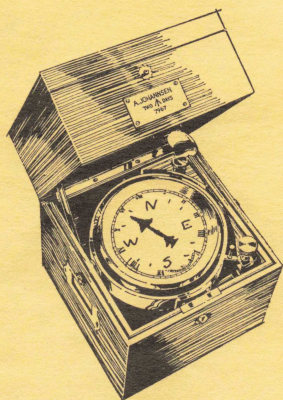
In March of 1978, BLACK SHEEP was purchased by Tom & Liz Bond. In Kettenberg's, the yacht was refastened, wooded and repainted, sea cocks replaced, rudder irons replaced, and general maintenance was completed. Her spars were pulled, the mast and boom were splined, glued and refinished by Bill Clark. He also installed a shorter boomkin and a shorter boom.

Paul Mitchell recut the main sail for the new boom, installed two rows of reefing points and (of course!) removed the batten pockets.

Tom & Liz began their restoration work. Top sides were stripped, a new deck laid, and a steering system from Edison Corporation was installed to replace the 10 foot tiller that had always been used to steer the ship. Bill again helped on these jobs. The house, caprail and cockpit have been rebuilt and refinished. Paul designed a revised cruising sail plan and running rigging system to enable us to sail the boat comfortably and safely.

They plan to continue their work on the BLACK SHEEP, and they hope to participate in the next Ancient Mariner's Race to Hawaii!!! With her berthed at Underwood's Landing, everyone is invited to drop by for a gam. The BLACK SHEEP is always open for friends. As the Captain says, "she drinks six, feeds four, and sleeps two."

Tom & Liz Bond

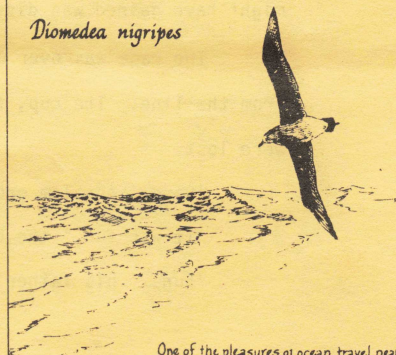


THE OCEAN WORLD

By Sam Hinton

Black-footed Albatross

Diomedea nigripes



One of the pleasures of ocean travel near the shores of the north Pacific is the company of this ship-following albatross. It may be identified by its dark bill and brown plumage (often with white at the base of the tail) and its size: wingspread is up to 2.3 meters (7.1 feet).

RACING ON THE CHESAPEAKE*

The pre-race meeting of skipjack crews was held at the Patamoke Club, and the mood was established by Captain Boggs, a towering black from Deal Island, known to his men as the Black Bastard: 'The NELLY BENSON observes on'y one rule. "Stand back, you sons-of-bitches." '

On each of the anchored skipjacks four men began hauling in the anchor while a team of two pulled heavily on the halyards that raised the huge mainsail. Since the crews worked at uneven speeds, some boats got underway quicker than others, which meant that they were free to cut across the path of the slow starters, impeding them further. But sometimes the early boats miscalculated, and the slow starters generated enough speed to ram their opponents and delay them. When this happened, crews from both boats cursed and threw things and tried to cut rigging.

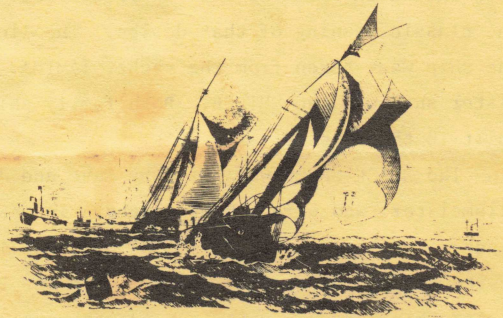
'We're in strong position!' Captain Absalom cried encouragingly, but as he prepared to jibe, Captain Boggs ordered seven of his crewmen aft to launch a barrage of water-filled beer cans at the wheel of the EDEN, and Captain Cater had to step back to avoid being maimed. In that moment the EDEN lost headway; the sails flapped; and whatever advantage the Patamoke boat might have gained was dissipated.

The race was over and they were forty seconds from the line. The cup, the money, the honor-- all were lost.

'Damn,' Absalom growled as the EDEN crossed.

'It was fun,' the boy said.

'Fun!' his father exploded. 'Goddamnit, we lost! '



* Taken from James a. Michener's CHESAPEAKE
pages 831-835