



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 STA

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

FEBRUARY 1981

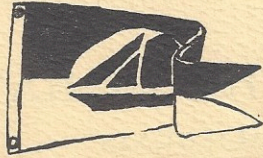
### SAILING DIRECTIONS

*Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Rip also, which extends from False Bay along the land to and three miles toward Pt. Loma, will serve as a good guide in thick weather. Vessels in entering the port must pass through the Rip of the point, from the western edge of which steer N 1/2 E 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 30 W, W N 1/2 W to the anchorage.*  
*In landing while standing to the Eastward, do not approach the Soundings 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 channelway it is no obstruction except in 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 unpracticable except in very smooth weather.*



# ALBATROSS





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

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Editor, Chris Frost 282-0758, 223-3309

BOARD MEMBERS - 1981

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1981 CALENDAR OF EVENTS

COMMODORE'S CUP RACE ..... Sat. Jan 24

COMMODORE'S BALL ..... Fri. Jan 30 or  
Sat. Jan 31.

DINGY RACE AND MASSACRE ..... Sat. Feb 14

MARCH OPEN

FOOLS' REGATTA ..... Sat Apr. 4

IRON MAN SINGLE-HANDED RACE..... Sat May 9

YESTERYEAR BAY REGATTA..... Sat June 20

AMSS SAN DIEGO-MAUI RACE START..... Sun June 21

JULY OPEN

PETTYCOAT REGATTA (ladies only)..... Sat Aug 15

3rd ANNUAL AMSS ENSENADA RACE..... Sept. 5,6,7

GLORIETTA BAY RAFT-UP..... Sat Oct. 17

NOVEMBER OPEN

HALF PINT-O-RUM RACE..... Sat. Dec. 5

ANCIENT MARINERS AT NHYC

While traveling up the coast distributing Maui Race info, John Frost came upon some extremely interesting photo's. Many of the club's classic racing boats were once members of Newport Harbor Yacht Club, including ANDALE as flagship. On their wall are exceptional pictures of: ZAPATA II, ANDALE, PACIFICA, ORIENT, ODYSSEY (JADA?); trophies won by these yachts; and a large half-model of TAMALMAR.



FROM THE HELM

The results of the December Half-Pint-

O-Rum Race are as follows: 1st: WHISPER  
2nd: PACIFICA  
3rd: SALUD  
4th: TOMAHAWK

And that's all folks! There was little wind and a disappointing showing considering this is one of the most popular, fun events of the year. Perhaps the course was too much of a challenge? Or the anchorage too tenuous? OF COURSE NOT, after all this is the Ancient Mariners Sailing Society!

For all of you who missed it, the Jan 8 General Meeting resulted in two important decisions having been made by the vote of members in attendance;

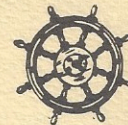
I. A By-Laws committee has been formed for the immediate task of review and/or revisions to the By-Laws. The members of this committee are:

Bill Clark (Chairman)	
Leslie Cabeen	Doug Smith
Jack Cabeen	Al Hislop
Micheal Eyton-Lloyd	Lee Colby

This committee shall appreciate and consider any and all suggestions from the membership. Remember, the basic format of your society shall be reviewed for possible revision. Now is the time to speak out and be heard.

II. By a nearly unanimous vote, (only one opposed) the Board of Directors has been directed by the membership to organize and present to the membership a plan for a "CLASSIC POWER BOAT AUXILIARY", any volunteers or suggestions for this one?

See all of you at the Commodore's Cup Race and of course, at the Commodore's Ball. Information on both will be in your mail soon.



Tom Belair

GENERAL MEETING

On Thursday Feb 5, the general members will meet at Silvergate Yacht Club, at 7:30 PM. This meeting will be devoted to the Maui race. The Frosts will show slides taken during the 1978 Maui Race on board PACIFICA and cruising the islands afterwards. All aspects of the race will be discussed, including the unique start, safety equipment, C.G. certification, handicapping, entry requirements, race communications, Lahaina Yacht Club's involvement, Hawaii's cruising grounds, etc..

Anyone planning or thinking about the Maui Race is encouraged to attend this meeting. **Do** come and talk to the race committee and entrants.

Bob Coverubias will be at the meeting along with numerous photos that he took of the last Bay Regatta and many of the more active boats in the club, (suitable for printing in the roster). See him there or call him at: 226-1608 days (before 9) 223-0474 evenings



CLUB ROSTER

MAUI UPDATE

Preparations are well under way for the 2nd Ancient Mariner Sailing Society San Diego-Maui Race, co-sponsored by Lahaina Yacht Club.

June 21, 1981 will be the starting date for the 2250 mile race which is open only to classic sailing yachts designed before 1950.

Between 20 and 30 yachts are expected to participate, several of the early entries appear capable of breaking PACIFICA's 13 day, 12 hour, 10 min 1978 course record: ROSE OF SHARON Byron Chamberlain's 55' Starling Burgess design schooner; JADA, James Farris' 62' Judson Kelly designed yawl; SPIKE AFRICA, REVENGE and PACIFICA among others will be "going for broke"!

An interesting entry is that of Bob Sloan's 62' gaff schooner SPIKE AFRICA, a coaster-type design, built as a working vessel. She will be sailing the Maui Race carrying 14 tons of cruising equipment for the Los Angeles to Honolulu Transpac racers who start 2 weeks later. Handicapping an Ancient Mariners race is never easy!

Twelve yachts participated in the 1978 race which saw the 34' Angleman ketch LAZY LADY, owned by Jack and Linda Stanley, win the corrected time trophy for 1st.

Several traditional cruising yachts make the San Diego- Maui Race the first leg of an extended cruise. Following the 1978 race, LAZY LADY, VELELLA, and VIKING continued on to the South Pacific.

Lahaina Yacht Club is promoting the Maui end of the race. They have arranged for slips in the Lahaina Yacht Harbor, will offer all of their facilities, and greet all incoming yachts on a 24 hour basis with a party staged on the dock for each finisher. Awards will be presented on board the whaling ship replica CARTHAGINIAN in Lahaina Harbor on Sun. July 12.

The noon start inside San Diego Bay will be quite unique for a long offshore race. The start will be signaled by starting cannon fire from authentic black-powder naval guns belonging to the San Diego Cannoneers. A dixieland band will be entertaining as well.

The entire weekend of July 20-21 should be a memorable one for those around San Diego Bay. Saturday is the Yesteryear Regatta, which typically involves 70-80 yachts from all over the coast. Sat. evening the boats will raft-up in La Playa Cove between San Diego and Southwestern Yacht Clubs. Those not sailing to Maui on Sunday are encouraged to escort the racers out the harbor and can at least pretend for a few hours that they are on their way to paradise!

press release-John Frost

The following boats are making an effort to race:

- |                |           |                  |
|----------------|-----------|------------------|
| JADA           | HELAINÉ   | OLD GLORY        |
| SPIKE AFRICA   | REVENGE   | JONATHON SWIFT   |
| PACIFICA       | SEA SHARP | LUCKY LADY       |
| ROSE OF SHARON | TEHANI    | SHEARWATER       |
| CYBELE         | DAUNTLESS | DORIS M. CROSSEN |

Time is growing short to get your boat in our first-ever directory of the membership of the Ancient Mariners Sailing Society. So far very few people have responded to our plea for pictures of boats AND ALSO pictures of the owners ! We also need a brief description and history of the boat. The pictures should have plenty of contrast so that **they will** show up well in black and white. If you need anyone to take pictures of the boat or owners, skipper, etc. please contact Gene Truex. 565-0672 or 273-3275 send anything you can to P.O. Box 4684 also S.D. CA. 92106 be sure you send it and your dues before Feb.1 deadline when there will be a penalty raising the dues to \$20.

NEW MEMBERS

INTERMISSION Owned by Dall and Shiela De Weese 4771 Constance Dr. S.D. Ca. 92115

INTERMISSION is a 38' marconi rigged cutter designed by Wm. F. Crosby and built in 1938.

MIGAN Owned by Steven Bradley 4605 Campus Ave #5 S.D. Ca. 92116

MIGAN has been a past member of the club. She is a 24' double-ended marconi sloop designed by Spitzgutter and built in 1946 in Denmark.

WELCOME!



IN MEMORY

Dick Weems, a well-known and well-liked member of both the Ancient Mariners and Silvergate, last Sunday passed on while doing what he loved best...While racing his beloved boat SAGA, he was struck by a heart attack and couldn't be revived. We will all greatly miss Dick, and many Ancient Mariner and Silvergate boats will escort him on his last voyage on SAGA Sat. Jan. 24 at 10:00, out the harbor where his ashes will be scattered to the sea that he loved.

WANTS TO CREW

Looking for a ride to Maui: Nancy Hyde 454-8739



YACHT OF THE MONTH

RAMONA ex FRANCES II Owned by Edie and Bill Gise  
1325 3rd St.  
Coronado, Ca. 92118

Built at Portsmouth, England in 1930 by Vosper & Co. (now Vosper Thornycroft, UK Limited; which has been very helpful in supplying microfilm prints of the original drawings), for a James Selby. She entered Lloyds Register as Official No. 162771 under the Selby name in 1930. In 1939 she was in the service of HM Government and was returned to the joint ownership of Dr. E.J. & E.G. Selby in 1947 after the war. During the war years of service, she was a member of that small boat fleet which served at Dunkirk. ( In refinishing the hull we found bullet holes, but someone else had already long ago removed the bullets. She was also fitted out with blackout boards on the wheelhouse). She stayed in the Selby ownership through 1952, at which time she was sold to two gentlemen from the Caribbean, who renamed her RUMONA. (Last summer on our vacation to the B.V.I., we purchased a bottle of Jamaican Liqueur called "RUMONA", bottled by Wray & Nephew's in Kingston, Jamaica. (They claim to have been in business since 1825.) She was delivered to the Caribbean single-handed, as we understand and we have a b/w photo of her in St. Thomas at Charlotte Amalie taken sometime in the 1950's.

The next owner, Mr. Wallace, acquired her in the late '50's and she went from St. Thomas through the canal to the Galapagos Islands, Pitcairn, Tahiti and her new home in Honolulu. At that time she was re-rigged with stainless steel, still with the original marconi rig. Mr. Wallace renamed her to RAMONA. He was told by his doctor that he had perhaps six months to live. This was around 1960; and we understand from Mrs. Long, from whom we bought RAMONA, that the doctor was wrong and he is still alive and well. Bill and Lynn Long managed the Boat House in Coronado for several years as well as cruising aboard ADVENTURESS in the Gulf of California. He was retired from the Coast Guard. ADVENTURESS was the first American vessel in La Paz after the war. A friend in Honolulu told them that RAMONA was for sale. From the description she sounded like the boat they had always been looking for, and so they quickly boarded a plane to Hawaii and bought her. After staying in Hawaii about six months, they sailed and motored back to Coronado. They had been members of Coronado since 1941; but over the years enjoyed a great deal of time cruising in the Gulf of California. However in the early '70's Bill Long found his health to be failing; emphysema forced them to return to Coronado and in time took Bill Long. A friend of ours told us that RAMONA was possibly up for sale and wondered if we would like to see her and meet Lynn Long. We walked down to "C" dock, took one look, and wanted to meet Lynn and see below in RAMONA. It was like stepping back into the past, back into history to see the oak frames and the sturdy build of the old English vessel. I could see under all the cosmetic blemishes a grand old lady.

We went to the U.S. Coast Guard station on April 12, 1977 for the transfer of documentation papers into our name; it was a big day for us! (Thanks so much to the nice people at the Coast Guard Office, very professional staff.)

It has been over three years now, and no, we are not ready to sail around the world; however we try to take each project one at a time. A few examples; removing the old canvas from the decks, hatches and skylights; stripping the many layers of paint from the wheelhouse, skylights and hatches; recanvassing the top of the wheelhouse; caulking the decks; rebuilding the Gardner 4 cylinder diesel engine ( original); building a new oil pump; sandblasting the oak frames in the overhead, (worth the mess) and the list goes on and on.! Stop by for a visit and wear your old clothes!