



CA
SEP 29
1980
S.A.M.

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



AL HISLOP
1890 LINBROOK
SAN DIEGO, CA. 92111

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

OCTOBER 1980

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Rip, also which extends from Point Loma 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 Rip off the point, from the eastern edge of which starboard is marked off with Pt. Loma, the bar having been crossed when there is 12 feet at mean low water, and leaving, say half of the village on the Plaza open past Ballast Point, haul up and stop in that direction, N.W.W. 3/4 W. to the anchorage.
In boating 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 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 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 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 False Bay, and that is impracticable except in very smooth weather.



ALBERT ROSS

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of ANCIENT MARINERS SAILING SOCIETY of
San Diego

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Editor, Chris Frost - 442-2533

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1980 CALENDAR OF EVENTS

October	Open - Any suggestions?
November	Open - Any more suggestions?
December 6th	Annual Half Pint O' Rum Race (San Diego)

NEW MEMBERS

VIA MARIAH Owners: Carson and Katie Jefferson
P.O.Box 6144
S.D. CA 92106

PRIMA DONNA Owners: Rick and Robin Reynolds
1371 Willow St.
S.D. CA 92106

REINSTATED

WIZZARD OF BRISTOL: Ed and Marion Taylor
5145 N. Harbor Dr.
S.D. CA 92106

ASSOCIATES

Jerry Godwin
P.O.Box 6518
S.D. CA 92106
More details on these
and others next month

FOR SALE:

QUESTION MARK Matt Walsh's 34'sloop
built in 1939 for sale by Phil and
Carol Dustan Harbor Island Marina
asking \$18,500 291-6440

FOUND: 1 pair of sunglasses on the
disco floor at El Cid Ensenada
can be claimed at Sail Services mon.

FOR SALE:

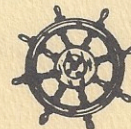
32' wood classic Atkins gaff ketch,
built 1958, fir and oak construction.
Recent paint, 8 bags of sails. San Diego
slip. MUST SELL \$16,000 private party.
EDWARD BOWLER
(714) 444-0343

If anyone is looking for fungicidal
bedding compound (Dolfinite) call
JOHN FROST
(714) 223-3309

A couple of months ago, we hauled WHITE CLOUD.
At that time a lot of work was done on the
bottom, and a lot of satisfaction and good
came from that work, which reminds me of
two things that I would like to mention to
you.

One is the help given to us by several great
people who are masters of their trades.
Among these people was Gene Furrow, a
caulker. This man was caulking boats five
years before WHITE CLOUD was born, and
that was fifty years ago. It was quite
an experience just to watch him at work,
and we will all have that chance at our
next general meeting, Thursday Oct. 2.
Gene has consented to come and give us a
talk and demonstration on the art of
caulking, and believe me he knows how!

The other item I'm reminded of is something
I mentioned earlier this year: that I
would award a special trophy to the one
boat in the club that has seen the most
improvement during the past year. With-
out trying to define that, I'm going to
ask you to help me by making nominations.
You may nominate your own boat or some-
one else's. There have been some notable
improvements that I am aware of, and cer-
tainly many that I'm not aware of. That
is why I'm asking for your assistance,
so that nobody who might deserve the
trophy is left out of consideration.
Please let me know IN WRITING (button
holing me on the street does not count),
before November fifteenth. Remember,
your own boat or someone else's will be
presented with a nice award at the
December meeting. See you on Thurs.
Oct. 2, at 7:30 at Silver Gate!



Paul Mitchell

THE BIG ENCELADA RACE

Hola! Amigos! Thees ees your reporter from sous fo thee border to tell you all about the great international race de Los Ancient Marineros and their visit to Front-B.C.!

The race started in a manner that most Ancient Mariner Ensenada Campaigners have grown accustomed to... mass confusion. Apparently some racers mistook the much-delayed ten-minute gun for the start and began to disappear over the horizon before they even looked back and decided they better return for the real start. So the race began the way it would be sailed to its conclusion, with everyone going in opposite directions.

The race began around ten after eleven with a freshening breeze that stayed up through most of that day.

Spinnacres popped out early as the rhumb-line course provided a beam-reach. LUCKY LADY and ANDALE immediately began testing their chutes' goin-to-weather ability...Reaching strut city! As they grew smaller to the west we wondered if they had gotten Maui race packets.

On PACIFICA we kept an ever watch on NIRVANA close ahead and WHISPER and JADA close behind, constantly starting then trimming the sheets of our sombreros. We vowed next year to be better equipt for this race with a three-speed self-tailing blender. About half way down, the wind had hauled aft and we had to switch from the reaching to the running chute. Our timing needs a lot of work though because every time, just before we do a spinnacre jibe or set, it seems someone serves us a new round of cocktails or food. Great if you're dieting but I'm going to get a gimballled drink holder for my belt. Hugo tells me the secret to their success is that they jibe before they cocktail.

As we got further down the coast we kept following the rhumb line on a dead run in wind that was definitely lightening. NIRVANA and WHISPER and JADA began to reach up for more apparent wind, going farther out to sea. We were beginning to ride some of the swells so we kept going straight down wind setting our new mizzen spinacre (off the back stay). Other boats had tricks up their sleeve as well. WHITE CLOUD used a spinnacre from MIRAMAR (with the middle 30 feet removed) and a trimaran mast as a pole.

Sunset found the lead boats entering Bahia Todos Santos on a freshening breeze coming more from N to NE. We jibed early with WHISPER then JADA later following suit about a half hour later. NIRVANA came in from farther out at sea and then LUCKY LADY appeared streaking in from somewhere out at the edge of the world, having sailed approximately 12 extra miles.

As dark settled in, so did more confusion. NIRVANA finished first notifying the committee boat just before crossing the finish line. Then others followed suit. Boats that we knew were behind us were claiming they were near the finish line, some trying to finish in the next bay up the coast and others looking for the north entrance to the Ensenada breakwater.

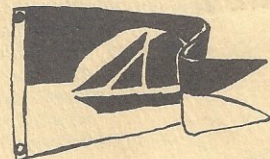
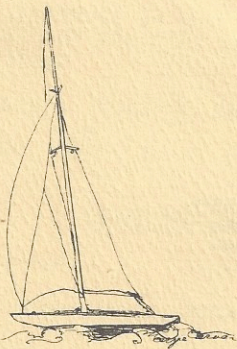
Some boats farther out to sea decided to jibe and head into the bay when they found the Todos Santos lighthouse off their port beam. Someone impersonating STYRKE radiod the committee boat right after the first boats finished, claiming to be approaching the finish line. "Where are you in relation to the bull ring?" they queried. Everyone eventually found their way to the finish that evening or early the next morning. See the results on the back page. If any of you are wondering what was going on with the other boats in the cruising class, I'm looking for reporters to cover that area of the fleet but I'll be Damned if I'll slow the boat down for the sake of news coverage.

Sunday morning the sea stories began in earnest. When asked about why VIKING was drifting in circles in front of the fish cannery, Tom Clemens explained "We were looking for scraps." The Flannigans were congratulated for finishing the race without setting the "cast-iron spinnacre" and motoring in after suffering the the indignity of several 360's in non-existent wind. Doug Smith bragged about the full course turkey dinner that was served aboard ANDALE complete with dressing and cranberry sauce. It's amazing what you can get in a can these days! It was agreed that if NIRVANA wins one more Ensenada race we're going to have to put Hugo's head out in that plaza of the big heads in front of the Bahia Hotel. We also discussed a way to slow down his boat by requiring him to sail with all the trophies it ever won.

The festivities began at the Bahia Hotel where the awards were handed out. Our hosts, the Mexican officials handed out the real prizes, margarita drink tickets good at the El Cid, Ensenada's finest disco, and that's where everything gets foggy....

ANCIENT MARINER'S SAN DIEGO to ENSENADA REGATTA 1980

OFFICIAL RESULTS



BEST ELAPSED TIME:
 racing class: NIRVANA
 cruising class: CYNTHIA

BEST CORRECTED TIME:
 racing class: NIRVANA
 cruising class: ANTIGUA
HERRESHOFF CHALLENGE: SALUD

ATKIN TROPHY FOR ERIC KETCHER: TRADITION

<u>CLASSIC RACING YACHTS</u>				
Class A	<u>Finish Order</u>	<u>Elapsed time</u>	<u>Class Position</u>	<u>Corrected</u>
NIRVANA	1	8:49:30	1	7:34:30
LUCKY LADY	2	9:37:29	4	8:22:29
PACIFICA	3	9:45:14	2	7:57:14
JADA	DNF	-	-	-
ANDALE	5	11:17:54	5	9:23:54
WHISPER	4	10:48:42	3	8:04:42
WHITE CLOUD	11	17:17:42	6	14:29:42
Class B				
SEA SHARP	15	19:03:19	5	15:43:19
SALUD	9	16:53:38	2	13:33:38
GRACIE	12	17:44:48	4	14:18:48
HELAINÉ	6	15:25:38	1	11:59:38
MAGGIE DUNN	22	22:10:26	6	18:40:26
TOMAHAWK	10	17:12:45	3	13:42:45
<u>CLASSIC CRUISING YACHTS</u>				
Class A	<u>Finish Order</u>	<u>Elapsed Time</u>	<u>Class Position</u>	<u>Corrected</u>
LADY HOME	8	16:45:38	2	13:05:38
VIKING	14	18:42:49	5	14:42:49
CYNTHIA	7	15:42:15	1	11:42:15
TRADITION	17	19:21:29	3	14:21:29
PERNILLE	19	19:30:56	4	14:30:56
SEA CLOUD	21	19:52:29	6	14:52:29
Class B				
CYBELE	13	18:41:42	3	12:46:42
ARTEMIS	DNF	-	-	-
IRENA	18	19:23:11	2	11:33:11
ANTIGUA	20	19:47:51	1	11:32:51
STYRKE	23	23:50:57	4	15:35:57
WINDY CITY	16	19:15:05	-	-
REVELEE	DNF	-	-	-

UNOFFICIAL RESULT: WHISPER only placed third in her class but managed to win three bottles of Jack Daniels in the effort. Good wagering!



October 16, 1980

FROM THE HELM (Special Edition)

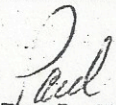
Dear AMSS Members:

We have been looking into the possibility of obtaining "yacht club status" for our club, and we would like very much to have your opinion.

Your Board will be guided by the wishes of the majority, so please complete and return the enclosed questionnaire without delay. We need them by Wednesday, October 28th at the latest.

If you have any questions, please call me at the loft (226-1133) or at home (223-1103).

Sincerely,


Paul Mitchell

* * * * *

Briefly, the procedure would be:

First: We would apply to join SDAYC - the San Diego Association of Yacht Clubs - as a club with "Honorary Status." This is a category they have for clubs with no facilities. Five of the eight landed area clubs would be asked to sponsor us. This status carries no dues or assessments, and in itself carries very few privileges. But joining is an essential first step to...

Second: We would apply to join SCYA - the Southern California Yachting Association. This is what confers "yacht club status." Our members could then obtain PHRF handicaps, have racing numbers, and join in the many SCYA races up and down the coast, such as the Newport/Ensenada Race and numerous smaller races. Reciprocal yacht club privileges are limited, however, because we have no facility with which to reciprocate. As a member club we would be required to have one race on our calendar each year which is to be open to all SCYA members, regardless of type of boat, and to be run by USYRU rules (protest committee, etc.).