



STRÖMSTAD TO VADERÖBOD

FROM THE SWEDISH GOVERNMENT CHARTS OF 1916 AND THE NORWEGIAN GOVERNMENT CHARTS OF 1916.

With additions and corrections to 1925.

For information on Admiralty Sounding Instruments, see Admiralty Chart 5011 or Hydrographic Handbook, S.P. 106.

All heights are expressed in feet above Mean Sea Level.

SOUNDINGS IN FATHOMS (Underlines in fathoms and feet)

reduce approximately to Mean Sea Level

NATURAL SCALE 1:50,000

Projection — Cassini

The Tidal Range is not appreciable.

NOTES

1. The profile of the coast is approximate with the actual Swedish and Norwegian charts. The profile of the coast is approximate with the actual Swedish and Norwegian charts. The profile of the coast is approximate with the actual Swedish and Norwegian charts.

2. The profile of the coast is approximate with the actual Swedish and Norwegian charts. The profile of the coast is approximate with the actual Swedish and Norwegian charts.

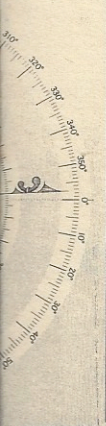
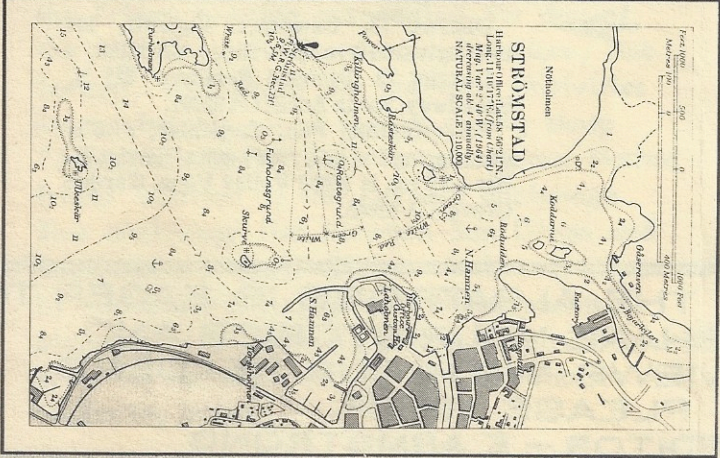
3. The profile of the coast is approximate with the actual Swedish and Norwegian charts. The profile of the coast is approximate with the actual Swedish and Norwegian charts.

CAUTIONS

1. Carefully observe the soundings and depths of the channel and avoid the rocks and shoals. The profile of the coast is approximate with the actual Swedish and Norwegian charts.

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Further information may be obtained by writing to Mrs. Ann Anton at P.O. Box 1060B, Garden Grove, CA 92640.

make your feelings known on this important tax bill. Write your elected representative and members of the Assembly Committee on Revenue and Taxation. It is your pocket book that is affected if you are a boat owner.

If boat owners supported boating organizations throughout the country, as do the aircraft owners and pilots, bringing about changes that would be beneficial to the boat owner would be an easier task. Organizations such as B.O.A.T. (Boat Owners Associated Together) and California Marine Parks & Harbors Association are working for the best interests of California boat owners. They need your support if their efforts are to be successful.

Reprint from San Diego Log

ANCIENT MARINERS RACE

REGATTA '76

May first has been selected as the date for this years Ancient Mariners regatta. This is the weekend following the Newport-Ensenada race.

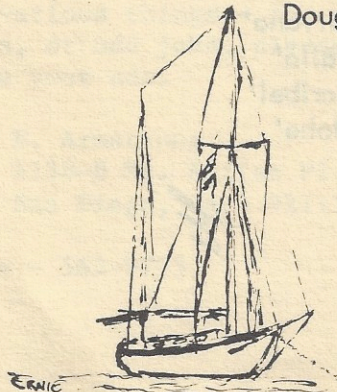
This years race promises to be twice the size of last years event. This has been made possible due to the assurances made to me by the "Goddess of Wind", that winds of at least 10 knots, and not more than 20, will be programmed into the wind machine for the afternoon of May 1st. On the Friday evening preceeding the day of the regatta, our illustrious commodore, Bob Spriggs, will begin the pre-race festivities by moving his world famous racing sloop "Johnathan Swift" from its prestigious Harbor Island location to the LaPaya anchorage. This anchorage lies between San Diego and Southwestern Yacht Clubs. It is requested by Commodore Spriggs that those yachts planning to anchor in LaPaya contact him prior to that date so that he can finalize his anchoring plans.

Saturday morning, race day, S.W.Y.C. will serve breakfast buffet style, and a more delicious breakfast cannot be found anywhere. I would urge all of you to bring your family and crew and breakfast at the club. The skippers meeting will be held in the dining room at 9:30 A.M.

The Trophy presentation will be made around 5:30 P.M. Dixieland entertainment will follow. The dining room will be open for those wishing to have dinner.

We are still in need of a press boat, and someone to handle the crush of press people and photographers. It would be great if from our membership we could locate someone who was a photographer and had access to a red power boat who would be willing to be the official media liason man. If you know of anyone who might fit this description, I would appreciate hearing from them. We also are in need of volunteers to contact non-members of the Society. There are many yachts in Harbor Island and Shelter Island marinas that would qualify for our regatta. I need a couple of people from the Harbor Island area and someone to cover each of the Shelter Island Marinas and yacht clubs. Ideally, someone who is berthed at one of these yacht clubs or marinas. This is a big job for one person, but 5 or 6 people could handle it on one Saturday or Sunday morning. If you have any questions regarding the regatta, or if you would like to help out, I would appreciate your call. I can be reached most evenings at 286-8483.

Doug



RACE

Saturday, March sixth was a bright sunny day as the Ancient Mariners sailed out for the start of the Commodore's Race around Coronado Island.

Winds could have been stronger but made a nice lazy sail, sea life was abundant, whales returning with their young, seals sun bathing and barking in every nitch in the rocks.

Nineteen yachts of A.M.S.S. enjoyed the sail. Do believe it must have been a great sight from the lighthouse at Pt. Loma.

The morning following the raft-up, Bob and Saunie Driscoll used thier yacht 'Sea Witch' as a shore boat to take crews ashore to the S.W.Y.C. for breakfast where Commodore Bob Spriggs gave two awards.

First to Finish Yacht 'Nirvana'
Best Performance Yacht 'Kivi'

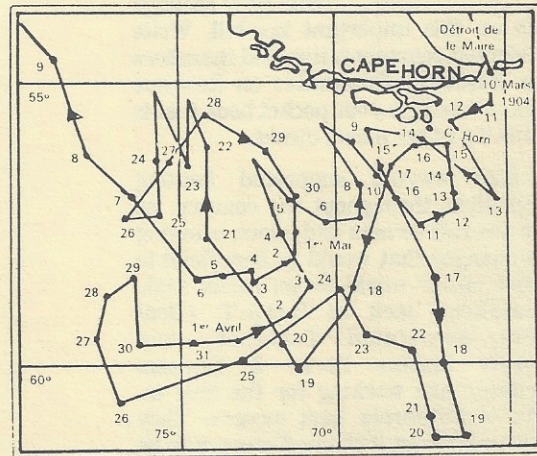
Kerry Geraghty's artistic craftsmanship was again evident in the two lovely picture frames used as awards.

Special thanks goes to Saunie Driscoll for making the arrangements for breakfast at the S.W.Y.C.

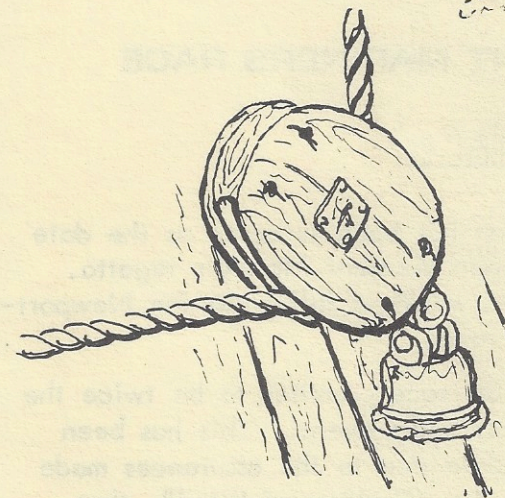
Tom and Kay Clemmons on the yacht 'Viking' for providing the race with a committee boat.

First	'Nirvana'
Second	'Braila'
Third	'Maribel'
Fourth	'Aloha'

If you find it difficult to get past Ballast Point some times, notice the following diagram and tell me again how difficult.



The ordeal of the four-masted American barque *Edward Sewell*, March-April-May 1914. The diagram needs no further comment.



Galley grind

Heard a choice one the other day about the difficulty of getting some people to do their stint in the galley. Seems there was this boat where everyone hated having anything to do with cooking, and the problem was coped with by a 24 hour rota, with the proviso that anyone who criticized the efforts of the cook of the day instantly took over his work.

The greatest hater of them all was below, and he sent out coffee. A splutter and bellow from the helmsman. 'My God,' he roared, 'there's salt in my coffee . . .' and then, after the briefest pause, 'and it's just exactly the right amount.'

OF INTEREST

What a surprise to see the Ketch Explorer visiting San Diego harbor. Last time we saw her, she was in about twenty pair of loving hands, trying very hard to put back together a grand old ship that had been left to deteriorate in the Puget Sound:

Ernie and I came to know Explorer while cruising in the Pacific Northwest. Part of her crew worked outside jobs to bring in money so the other half could work on their dream of turning Explorer into a Maritime Museum.

Our first time aboard, the crew was in the process of replacing deck beams and masts where missing. Below decks was a long ways from being comfortable.

I remember our sixteen year old son, Ernie, just couldn't believe anyone would tackle the job of restoring that ship.

As most of you know, she's on her way to take part in Operation Sail in New York Harbor July 4, 1976 in honor of the 200th anniversary.

The old boat has an interesting history, first serving as an exploration ship of the arctic waters. Some time in the twenties, she was converted to steam power and the Coast Guard used her service. After that, she was gutted and used as a barge and in time just left to rot as was the life of so many old sailing ships.

I do hope some of you went down and aboard. I found it to be very exciting to step back into History for I am sure Explorer now must look just like the old working ships of years gone by.



DID YOU KNOW?

THAT -

- ANCHOR - A device designed to bring up mud samples from the bottom.
- BITTER END - The finish of a race when you are last over the line.
- CLEW - An indication from the skipper as to what he might do next.
- DEADRISE - Getting up to check the anchor at 0300.
- HEADWAY - What you are making if you can get the toilet to work.
- PORT - A fine wine, always stowed on the left side of the boat.
- SPINNAKER - A large sail used in dead calms to keep the crew busy.



ANCIENT MARINERS who want to advertise for various things - for sale, trade, wants, or odd jobs, please call or write your ads.

E. Armstrong
4158-B Mt. Alifan Pl.
San Diego, CA. 92111

Phone - 565-9795

YACHT OF THE MONTH

Tahiti. Feb. 18; 1976.

Dear Sirs,

A friend of ours kindly enrolled us in your membership, thinking that it was a most appropriate society for our Curlew.

In case it is of any interest to you, here are a few details of your English members.

Curlew is a 28 foot gaff rigged cutter. She was built in 1898 (according to a 1915 fishing register we unearthed) for 80 pounds sterling. Her purpose as a Falmouth Quay Punt was to meet the square riggers and other vessels coming into Falmouth for orders. In their hayday there were forty punts working at one time. They would go up to fifty miles offshore and heave-to, 'seeking' a new arrival. They would hopefully then secure business for themselves as a bum boat for the duration of the vessel's stay in Falmouth roads. Sometimes they would land a tailor with his samples into the rigging of the ship (who wouldn't stop or heave to for anything less than the Pilot Boat). And occasionally a nice profit on some fresh vegetables for men who hadn't seen any for many months. The Punts were yawl rigged with very low masts and low peaked gaffs to get under the yards of the ship.

We bought Curlew 8 years ago in Malta (Mediterranean) for a song and gradually worked both her and ourselves up to longer passages and further places. Now here we are in Tahiti planning on going further west in April.

She never ceases to amaze us. She is as fast and weatherly as any other cruising boat we have met of comparable size and has surprised dozens of race boats. On passage we don't press her but she regularly clocks in 140 per day in the trades and 1,007 one week with very little assistance from current. She is so manoeverable and willing that we long ago dispensed with her diesel (installed 1937) and took out the propellor. A fourteen foot oar, plenty of anchors and long lines are all we need in a complete calm. Anything above that and ghosters and light genoas - the topsail of course which is on a 12 foot spar - can handle it.

We refastened and recaulked in Hawaii last year. Most of her timbers are original and in good shape, some doubling up we have done and maybe five sections of planking. She has, alas a rather higher coach roof than we would like and we dream of changing that one day. But it is a huge upheaval for we have always lived aboard so it may wait a few years yet.

Our philosophy is to simplify. The head followed the engine. The electrics were the first thing to go and we have never been tempted by radios beyond a receiver for time ticks, depth finders etc. We do use a patent log. Curlew has a very powerful reliable old pattern x 2 speed Simpson Lawrence windlass which we think would be very effective in case of a stranding. We use the Dyarchy travelling jib stay system (see Hiscock's Cruising) and recommend it thoroughly. It has never jammed and on our 11 foot bowsprit that is essential! We prefer a loose-footed mainsail and in areas with frequent short duration squalls we use a tricing line to trice up the tack providing instant relief. The reefed main sets better loosefooted too and with a 350# main we often sail with the first or second reef in for several days. The topsail is an essential part of the gaff rig to our way of thinking.

It helps the whole main to fill in light airs by holding ~~it~~ the gaff steady. We also vang the gaff in roolly seas and light airs. The topsail yard is a grooved dinghy spar, very light and easy to get up and down. Much easier than putting a reef in the main for instance. So we look upon it as our first reef. As it is 100# it is a reasonable reduction.

Cruising areas we have enjoyed - all of them! But particularly Southern Turkey, Venezuela, Costa Rica and the Society Islands.

As I write this ~~look~~ aboard the 50 foot ketch we are taking care of during the rainy season here; I look out from a porthole across to Curlew moored inside the wide barrier reef in ten feet of clearest water above small coral heads of many colours and inhabitants. The reef is breaking only very gently today, just the merest mumbling and the current is negligible in the Taapuna pass. Ten miles across the chanel lies Moorea, towering cumulous on her highest peaks just beginning to light up with the sunset which usually places itself directly behind Curlew. What more could any one ask for?

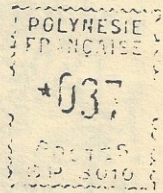
We wish your society the future greatness of the English Old Gaffers Association (which we believe has grown out of all proportion and expectation with thousands of members and hundreds of participating boats in their several races). The only sadness we feel is that we are unlikely to meet many of you and admire your vessels except from the photos in the Albatross.

May (as Columbus said July 22, 1498) a wynde arise and give a prosperous blaste to your sayles.

Yours very sincerely,

Tim + Pauline

Tim & Pauline Carr.



E. Armstrong,
4158B,
Mt. Alifan Place,
SAN DIEGO,
California.

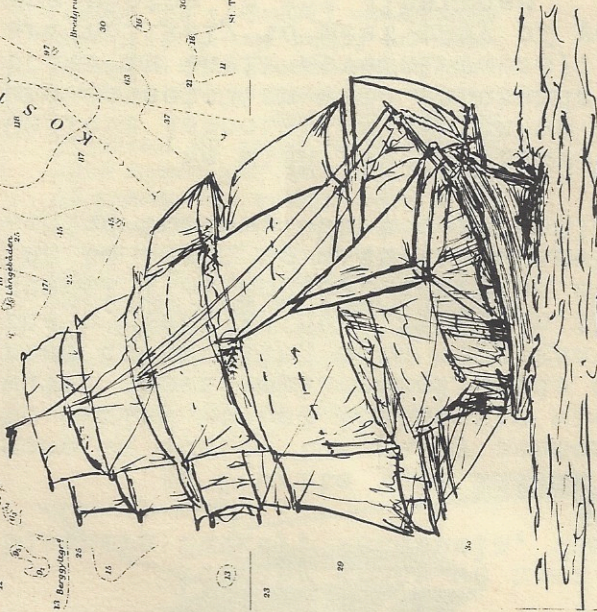
U.S.A.



TAHITI Joyau des Mers du Sud

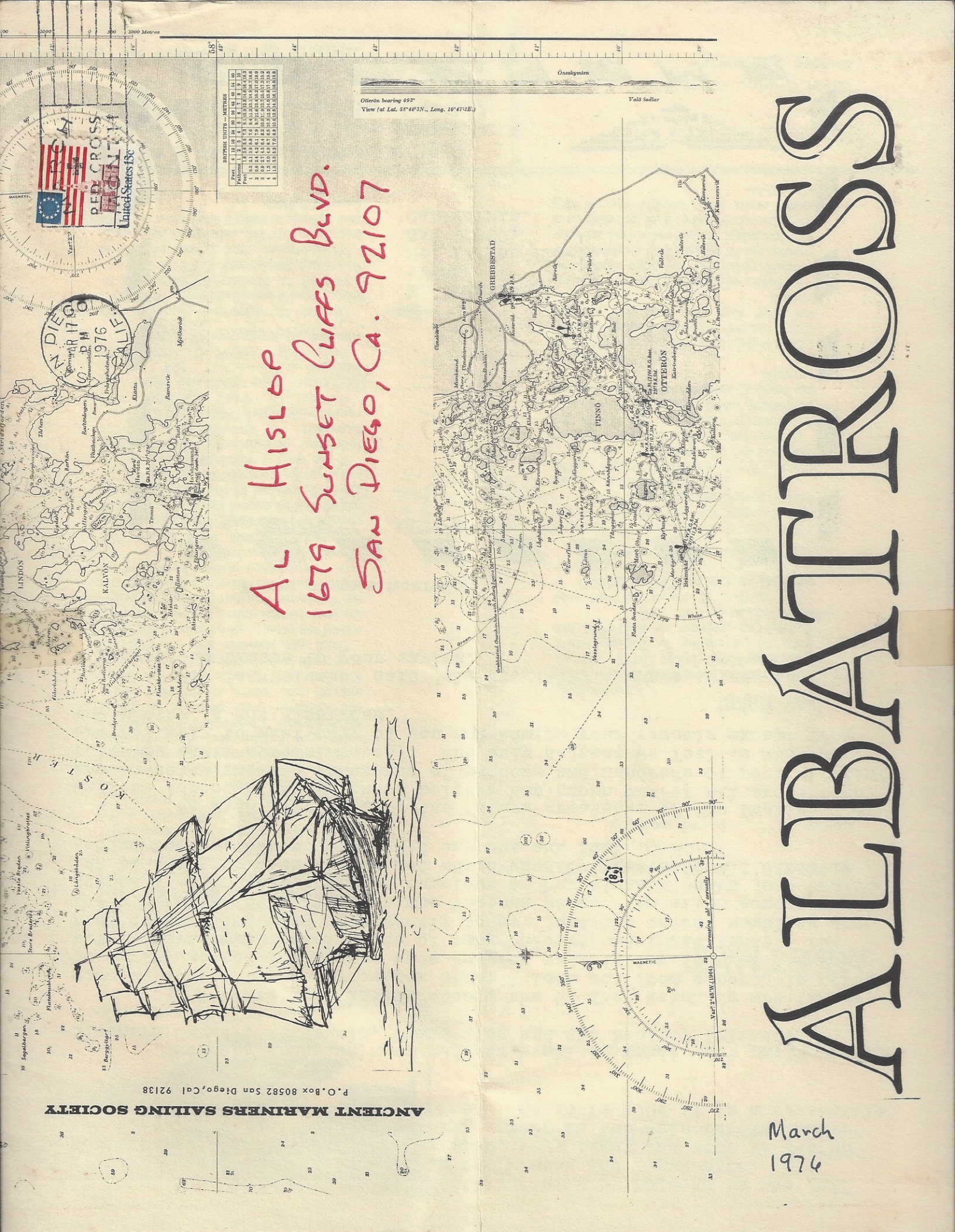
ANCIENT MARINERS SAILING SOCIETY

P.O. Box 80582 San Diego, Cal 92138



AL HISLOP
1679 SUNSET CLIFFS BLDG.
SAN DIEGO, CA. 92107

METERS	
1	3.28
2	6.56
3	9.84
4	13.12
5	16.40
6	19.68
7	22.96
8	26.24
9	29.52
10	32.80
11	36.08
12	39.36
13	42.64
14	45.92
15	49.20
16	52.48
17	55.76
18	59.04
19	62.32
20	65.60
21	68.88
22	72.16
23	75.44
24	78.72
25	82.00
26	85.28
27	88.56
28	91.84
29	95.12
30	98.40
31	101.68
32	104.96
33	108.24
34	111.52
35	114.80
36	118.08
37	121.36
38	124.64
39	127.92
40	131.20
41	134.48
42	137.76
43	141.04
44	144.32
45	147.60
46	150.88
47	154.16
48	157.44
49	160.72
50	164.00



Otterön bearing 095°
View (at Lat. 55°40'N., Long. 10°47'E.)

ALTBARTROSS

March
1976