

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 A.M. HARRISON Sub-Assistant
 Hydrography by the Party
 under the command of Comdr. JAMES ALDEN U.S.N. Asst.

Scale 46000

1857

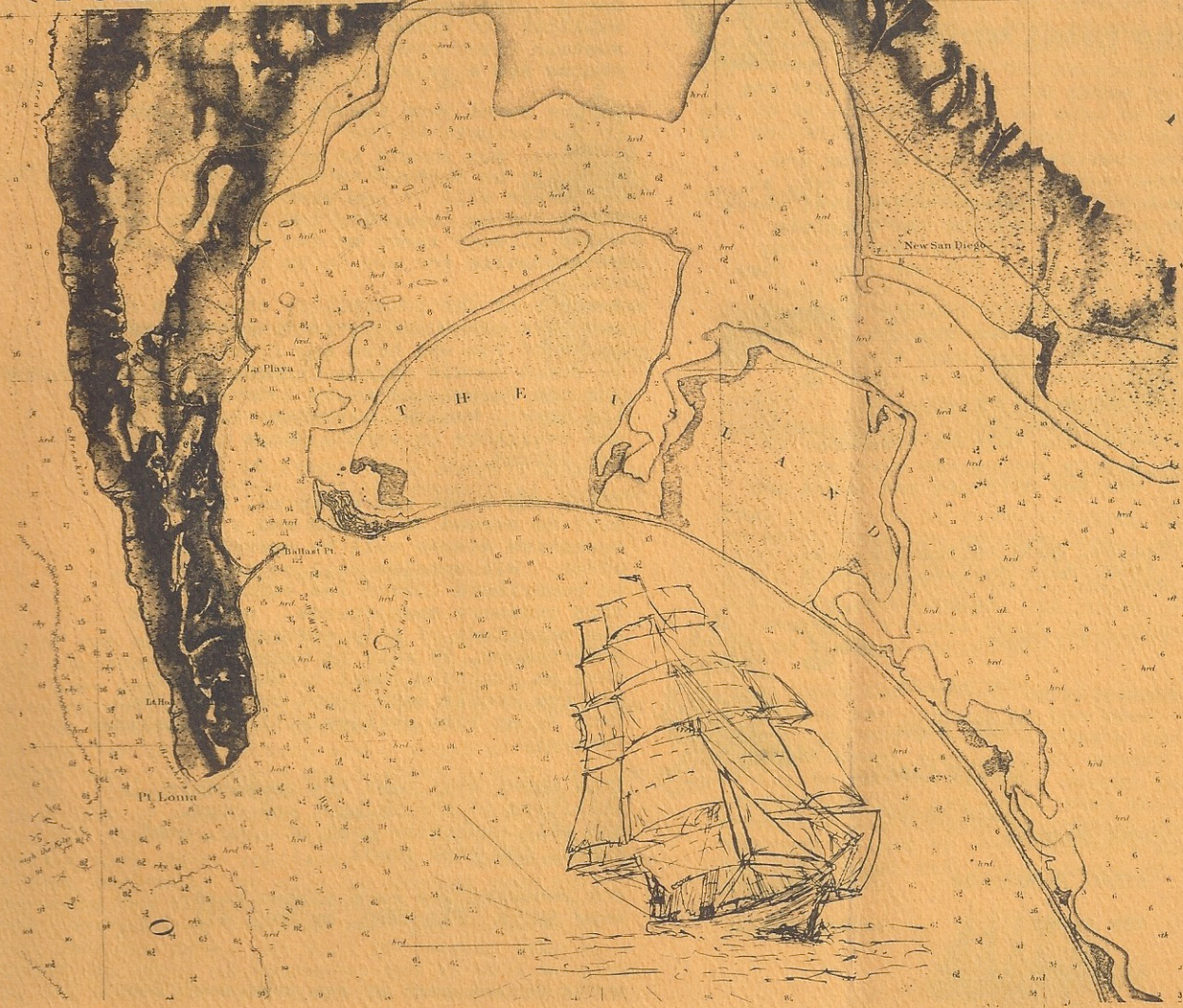
DECEMBER 1980

SAILING DIRECTIONS

Point Loma and the Coronado Islands form good landmarks for the entrance to the Bay. The Ripa also, which extends from False 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 Ripa off the point, from the eastern edge of which steer N 1/2 E N 1/2 W 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 N 1/2 W N 1/2 W to the anchorage.

In hoisting 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 as 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 impracticable except in very smooth weather.



ALBERT ROSS

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San Diego

HALF PINT OF RUM RACE

ALBATROSS Vol. VII No. 12 DECEMBER 1980

Editor, Chris Frost 282-0758

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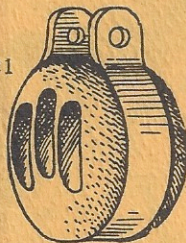
1980 CALENDAR OF EVENTS

HALF PINT OF RUM RACE...Sat Dec. 6

CHRISTMAS PARADE OF LIGHTS..Dec. 21
(Are there any volunteers?)



DECEMBER GENERAL MEETING



Bob Diecks is again providing us with a fine program for the December general meeting, the 4th, at 7:30 at Silvergate. He has secured a two-reel movie shot in 16mm color in 1953, showing the complete story of finding, launching, rigging, and sailing away of the yacht AMOREL, which Bob now owns. They sailed out of Cowes, England, into the Med, then by way of the Azores, across the Atlantic. Then they cruised the Carribbean, went through the Canal, then up the west coast and in through the Golden Gate. The movie has recently been narrated by the makers and should be a real treat.

We will also be counting the ballots (remember to mail yours at least 2 days before the meeting) and we will install the new officers and board and board of directors.

We have plenty of chairs, good fellowship, and excellent drinks....what more can you ask for?

NOMINATIONS

COMMODORE:	TOM BELAIR	
VICE COMMODORE:	TRUDY WOOD	
SECRETARY:	LESLIE CABEEN	
TREASURER:	CHRIS FROST	
	BOARD MEMBERS	
LEE COLBY	TERRY HARGRAVES	JOE COPOLLA
JOHN FROST	TOM RADKE	LONNIE LYNCH
	JACK CABEEN	



December is the month when the Ancient Mariners stage one of their most traditional events.

The "Half Pint of Rum Race" is for the benefit of the A.M.S.S. members only to participate. The name of the race is a spin-off of the S.D.A.Y.C.'s popular "Hot Rum Series" and was established in order to bring area attention to our organization and to enable our members to participate in a pre-holiday event that would stimulate conversation and maritime interest until the next event, the Commodore's Cup, both popular events with our members.

This year, as has been done in the past, the race will begin with a "Le Mans start" from the beach just south of the launching ramp on Shelter Island. A crewman designated by the skipper, upon signal from the race committee, would swim, row, surf-board, walk etc. from the beach on Shelter Island to the anchored vessel to deliver the race instructions to the skipper. At this time the order to weigh anchor is given, the sails are hoisted, and the race begins. Upon completion of the course, the anchor is dropped, and a member of the crew must again take to the water to finish the race. Both start and finish promise to be, for some, exercises in physical futility.

The race will start promptly at eleven Dec 6, the race instructions will be explicit and vessels must be able to sustain their crew over a seventeen mile course and a possible stay over night.

In the event your vessel and crew want to participate in the race festivities, you should be prepared to anchor securely as opposed to rafting up. The anchorage will be one used frequently by the yachting community and if there are boats already there on two hooks it may be advisable for you to do likewise.

Because of the possibility that this race may take place partly in Mexican waters, those of you who have any fishing gear on board should obtain fishing licenses for the vessel and every individual of the crew. Mexican licenses are now free and available in tackle shops on Shelter Island.

After the fleet has anchored, cocktails will be served on ANDALE and a co-operative dinner will be served soon after. All entries will be requested to contribute toward the success of this culinary masterpiece. Because of the magnitude of this gastronomical undertaking, it will be necessary to have an accurate count of the number of crew aboard each yacht no later than Dec. 4, so late entries will be penalised severely.

This event will test the seamanship abilities of the skipper and crew, and will emphasise good sailing, good humor, and good food!

For entering the race please call:
Doug Smith 222-2560. by Dec. 4!!

ENTRY FEE: 1/2 pint of rum from each boat

TO BE OR NOT TO BE?

THAT WAS THE QUESTION.....

In an attempt to have the Board of Directors fulfill the wishes of the general membership, we asked everyone to let us know if they did or didn't want the AMSS to become a "yacht club".

Thinking that the vote was going to be close, I was surprised when it came back 29-7 against. The only disappointment was that less than half of the members returned their ballots. In spite of that, I feel we did receive a representation of the memberships desires.

The general feeling of the remarks we got was that our organization is unique in its concept, that sophistication is not necessarily good, and that going yacht club would be to the detriment of some of the members.

Some people felt that becoming a yacht club would give us added prestige, and others felt it would give us less.

All in all, becoming a yacht club does not seem to be in the works right now. This doesn't mean that we would not want to pursue the thought in the future. We are also considering the possibility of joining the San Diego Association of Yacht Clubs (SDAYC) to give our support to the local yachting community. These matters will be left to be taken up by the newly elected Board of Directors.

Paul Mitchell

NEW MEMBERS

PRIVATEER owned by Robert Goss and Renee Allen

RAMONA owned by Edith and Bill Gise
1325 Third St.
Coronado, Ca. 92118

CUTTY SARK II Owned by Edith Russell
P.O.Box 6433
S.D. Ca. 92106



APPLICATION FOR CONSIDERATION

TAMALMAR Owner; Beverly Mathies
TAMALMAR is a 73 foot schooner designed by George Wayland and built by Stevens Brothers in Stockton Ca. in 1927. TAMALMAR is rigged as a stays'l schooner and is being used for commercial fishing.

ANCIENT MARINERS DIRECTORY

One of our members Gene Truex is involved in putting together an Ancient Mariners Directory. This idea has reached its time now that we are an organization that has received much recognition and our membership has passed the 100 mark. Planned for the directory are a photo of each member boat, its people and a short history of the vessel. There will also be a history of the club and a list of commodores, perpetuals, races, raft-ups, etc. There is also planned an advertising section with space available only to members of the Ancient Mariners. We will be needing your cooperation for this project to go smoothly, so start now putting together info and pictures of your boat and crew. We will be needing them by around the start of February, and we will be giving you more information at the December meeting.

YACHT OF THE MONTH

PRIVATEER was launched in April 1931 as the MAHDEE as noted in Roger Taylors book "Good Boats" Vol 1. The boat was designed by S.S.Crocker Jr. as a shoal draft Brixham Trawler type for Alexander "Sandy" Moffat, to be used by him for weekend and summer vacation cruising. Sandy wanted a boat that was both comfortable, safe and easy to handle by a small crew.

The MAHDEE was designed and built as a schooner with a sliding gunter rig which was replaced by her current conventional schooner rig in 1934. This gave her a moderate rig the equivalent of a single reef tied in so as to avoid reefing. This made her slow in light winds so Moffat decided to go with a quiet auxiliary. He had two Winton gasoline engines located up forward which drove a General Electric motor for propulsion. Her exhaust went out a hollow formast that extended to just below the truck. This set-up is said to be the first gasoline-electric auxiliary built, but has since been repowered by a Ford Diesel.

After ownership by Mr Moffat, the MAHDEE's history becomes somewhat sketchy, although we have articles out of the late thirtys from "Yachting" magazine. She emerged on the West Coast as PRIVATEER in 1950 after a canal transit. Since then her history has been as a San Francisco area boat. She was owned in the Sixtys by David Allen of IMP and IMPROBABLE racing fame. PRIVATEER was raced in the 1967 Trans-Pac and then was sold. I purchased PRIVATEER in 1969 and since that time she has been our home. She raced in 1978 in the Ancient Mariner's San Diego to Maui Race and has cruised extensively in Canada, Mexico and Central America.

As Sandy Moffat wrote, "We adhered to three mottos that anyone building a boat should swear faithfully to follow: The best is none too good; The most expensive is generally the cheapest in the long run; If you are going to sea and going in safety, you've got to be particular." We echo Mr Moffat's words and PRIVATEER's age and condition clearly seconds it.

ROBERT GOSS
NEXT MONTH: an update on Robert and Renee's current cruise to Mexico and parts south.

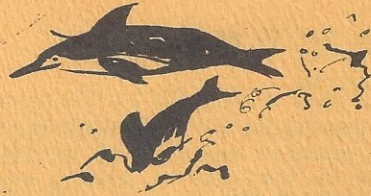
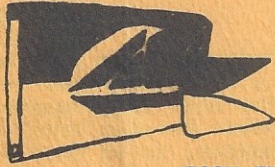


MAUI UPDATE

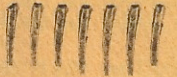
Yes, it's time to start thinking about our great, upcoming Hawaiian extravaganza. Among the boats that are planning to go are: ROSE OF SHARON, DORIS M. CROSSEN, CYBELLE, HELAINE, CYNTHIA, SCRIMSHAW, STORMFUGEN, SEA SHARP, a 36'schooner, a 34'sloop, a Hanna Ketch (all from up north) and of course PACIFICA.

Stay tuned for further developments as I will be giving you updates on the race. Please call or send me any info or requests for crewing or any equipment available or needed for the race. I will be continuing this column to try to put together people and boats with what they need. Presently Joe Copolla is looking for crew and an engineer friend of Jack Cabeen's wants to crew. And John Frost still has plenty of fungicidal Dolphinite.





FROM THE HELM



Well, here it is, my last FROM THE HELM article. It has been a good year for me and I hope for you too. When I look back over the past twelve months, I think of the things we have accomplished and the things that we haven't. Whatever it is that we have done, it has been with the help, and a lot of work, by everyone concerned.

All of our races this year have been well organized and well run. The thanks go to our Race Committee headed by Mike Williams, Mike and Tom Belair put forth the effort necessary to work on the entries, bay race permits, getting markers and flags in order, handicapping, etc. - a tremendous job.

The trophies were put together by Steve Flanagan, Mike, Tom, and Mike Lewis.

Mike Lewis has also been responsible for the excellent programs at each of our meetings, aided greatly by the contributions of Rusty White and Bob Diecks.

Tom Belair, as Secretary took care of the club's minutes and correspondence, worked on the race committees, gathered trophies, and single handedly put on the single handed race.

Sandra Franks took care of the books, made the reports to the state and the IRS, and kept us in the black all year.

Lonnie Lynch faithfully headed up the Membership Committee and helped organize the Ensenada Race weekend.

This year we have had, and I am sure you have noticed, a publicity man. John Frost is the one responsible for the very good coverage we have received in Wooden Boat, Pacific Skipper, Waterfront, Soundings, Latitude, 38, Sail, and all of the other publications that now know who we are. And our old friends, the San Diego Log, has continued to give us very good exposure in the local community.

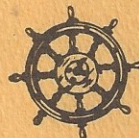
Both John and his brother Chris are always there when you need them and have lots of energy to put into our club. Chris Frost has been the Editor of our Albatross, doing an excellent job of providing information, meeting deadlines, and adding a good deal of interest to our newsletter.

And then there has been Trudy Wood, who without any of the limelight has always been giving her support to such projects as historian, the Maritime Museum Committee, roster, raffles, and on and on.

There have been many others who have given help to me and to the club. These are the people who have made it such a good year. Some of them will be back this coming year, giving of themselves as they have in the past, and aided by some new folks.

A special word about our New Commodore. This year as Board Member and as Secretary, Tom has contributed to the club in ways far beyond his official capacity. He has demonstrated to all of us who have worked with him that he has the organizational skills, resourcefulness, dependability, flexibility, and most of all the desire to do a tremendous job next year. He has my enthusiastic support and I trust you will all give him yours.

Thanks, AMSS, for a really good year. I look forward to next year being even better.



Paul Mitchell