



# The Shellback

Since 1867

April, 2006

Frances Dugdale, Editor

## 2006 Mariners Annual Regatta



DEADLINE RAPIDLY  
APPROACHING  
SIGN UP FOR  
REGATTA TODAY

### Waiting for the Starting Gun - The Clock is Ticking !!

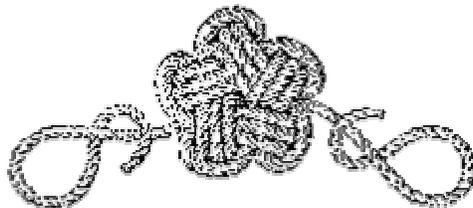
Invitations for this year's Regatta were handed out at the St. Patrick's Day Potluck Supper and were mailed to the membership that week. If you have not received yours yet, contact Stephen Gort at: [vicecomm@mastermariners.org](mailto:vicecomm@mastermariners.org) or 707-265-9624.

The Annual MMBA Regatta will be held on **Saturday, May 27, 2006** (Memorial Day Weekend). The Sponsors Luncheon will be held on **Friday, May 19** at the St. Francis YC. For more information on MMBA Sponsorship you may email your inquiry to [sponsors@mastermariners.org](mailto:sponsors@mastermariners.org) and it will be forwarded to John Vincent, Sponsorship Chairman.

The race starts off the City front at the St. Francis YC. First boats start at 1200, last boats by 1300. The finish is off the east side of Treasure Island about 1500. After the race, a majority of the boats congregate at the Encinal YC in Alameda for a raft-up. That night participants enjoy a dinner, awards ceremony and dancing. Boats that stay overnight also enjoy a breakfast Sunday put on by EYC and a potluck BBQ Sunday afternoon organized by MMBA members to welcome new members.

This year's Regatta Chairman is Stephen Gort, Vice Commodore. You can contact him for more information or questions at [vicecomm@mastermariners.org](mailto:vicecomm@mastermariners.org). Our Sailing Instructions have been reviewed for compliance with the new "Racing Rules of Sailing 2005-2008", and are now complete. They will be included in the Race Packets at the sponsors luncheon.

Complete details are available on the web site: [www.mastermariners.org](http://www.mastermariners.org)



## From the Quarterdeck

MMBA needs new Board of Director Members to go through the officer chairs and take the organization on into the future. Everyone should know there is work involved. Chairmanships of big events such as the Regatta and Boatshow. Jobs such as secretary, editor, membership and sponsorship chairs. Organize potlucks and parties. Sell clothes and so on. Make sure there is money coming in and bills are paid. Keeping it all together.

All work and no play make a dull board. My years on the board we have met once a month except July and December. Meetings have been held at the Point San Pablo YC recently, but location moves with commodores. We have met at Clubs, houses, motor shops, boats, etc. We eat and talk boats. Meetings have the standard stuff but remember it all revolves around the boats. We get to look at the new applications. Who has seen it?? Who owned it in 1968? Is that picture current? Who will she race? Is that a doghouse someone stuck on there? I think this boat raced in '83 but I sure don't remember that bowsprit. This has got to be another boat. The owner says she has a 14' beam. How can that be? Someone has to go by and see this vessel. Where is she berthed? Who lives down there? Meet with eight or so MMBA skippers once a month that are from all over the Bay Area. Hear stories from marinas that are on the other side. Who is working on that vessel over there? The old schooner on D dock sure is looking good or bad.

How can we get more boats? What should we change? What about cold molding? Where should the luncheon be this year? What color the t shirt? Should we change handicapping this year? How is the course with the tide? Will there be room for that big boat in the show this year? With computers, e mail, and the web site the mundane things have gotten easier and easier. Mailing out 120 letters is not what it used to be. Sticking on address labels is still not fun but better than hand addressing. Over the years we have tried to catalogue and set up time lines with details on what has worked in the past. These jobs are more do-able than ever.

I have been on the board for ten or so years and I think I have become pretty knowledgeable about the history of MMBA, the people, the boats, and the gossip of the wooden boat scene. I have had a pretty good time and anyone thinking at all about getting active could give me a call if they have any questions....

DAMN!!!! I am hauled, wet sanded the bottom today, and the weatherman says ten more days of rain???

Commodore Jeff

## EIGHT BELLS



*Some sad news to report...Lance Schoenberger, a longtime member of MMBA, who served on the Board in the mid 80s, passed away on March 12 on the island of Kauai while sitting at the beach with his dogs, watching the kite surfers...He and his boat, ORN, raced successfully for many years in Gaff II, even winning the fastest elapsed time for all Gaff Divisions in '85, the only non schooner to do so. While serving on the MMBA Board his 'contributions' included naming the "Chicken Ship" Regatta and instituting the figure-eight "Heaven to Hell" race around Angel Island and Alcatraz...He and his lifelong partner, Mary Smith, lived on their boat in Sausalito and were an active part of the local scene, remembering their time there, and with MMBA, as the best years of their lives. If you would like to contact Mary: marysmith@winddeva.com*

## SPONSORS' LUNCHEON: 19 May

The Master Mariners Regatta **Sponsors' Luncheon** and Skippers' Meeting will be held on Friday, May 19<sup>th</sup> at the St Francis Yacht Club. The bar will be open from 11:00 am and lunch will be served at noon. Cost is \$40 per person. Reservation requests were included in the race-packets. If you wish to reserve seats at this first class event (or even to enter the Regatta), contact Stephen Gort at (707) 265-9624.

At the luncheon, Corporate, Benefactor and Regatta Sponsors will meet the skippers of the yachts they are sponsoring and present their "house flags" which will be flown from the sponsored yachts in the Regatta and at the boat show. Flags play an important part in the tradition of Master Mariners. In the early regattas, merchants raced their own working schooners and prominently displayed their flags.

Joining us at the luncheon is a way to show thanks to our sponsors for their support. Also at the luncheon, the Regatta trophies will be on show, the Regatta race instructions will be handed out and most important ...the new 2006 line of clothing will be unveiled. You will get to see which boat is on the Regatta T shirt and sweatshirt this year.

We are still looking for Sponsors for the 2006 Regatta. There are three levels of support, Corporate, Benefactor and Regatta. Sponsors are a major support the MMBA. If you know any business or individual who may wish to sponsor, please contact John Vincent at (650) 692-8382 or Dee Dee Lozier at (510) 653-8820. The application form is available (pdf) for sponsors is at [www.mastermariners.org](http://www.mastermariners.org) under Regatta 2006

**Bar open : 11:00 am**  
**Lunch: 12:00 pm**  
**Presentations: 1.00 pm**

Location and directions to St Francis Yacht Club, (<http://www.stfyc.com/>)

*John Vincent, Sponsor Chair*

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### ***NEW MEMBERS***

Please welcome the new owners of **Elizabeth Muir**, Peter Haywood & Ivan Poutiatine of Sonoma. Most of you already know that the 48' schooner Elizabeth Muir is one gem of a vessel and a star of the Master Mariners Boat Show.

Jill Lutz who most of you know is usually on the Alma, has just purchased the Bear Class **Bongo**. The club now has several Bears & a special trophy from the Maritime Museum for the fastest Bear on the Bay.

Margie Segal has just purchased the Bear Class **Huck Finn** and is said to be in race trials with Bongo. Hopefully both boats will race again.

**Mossie Estelle** the 41' Ownes/Hinkley is back in the Master Mariners. Owners Bob & Courtney Cart have returned from sailing their big glass boat

around the South Pacific. They look forward to MMBA racing and hanging out in the Bay.

Please congratulate Richard & Sharon Ruddick on the first class restoration of their 35' Lion Class sloop **Nomad**. She must be seen to be believed.

If you want to still receive the Shellback and to be involved in MMBA activities-you need to be a member. Please mail your membership renewal of **\$60.00 (regulars and cruising) or \$30 (MMBA friend)** payable to "MMBA" (write the **name of your boat** on the Notes section of check) to:

Dick Wrenn, MMBA Membership Chairman  
139 Hagar Ave.  
Piedmont, CA. 94611  
(510) 654-7704

*Dick Wrenn, Membership Chair*

## Eleventh MMBA Spring Potluck

The MMBA held it's Eleventh Annual Spring Potluck on Saturday March 16<sup>th</sup>, 2006, at the Point San Pablo Yacht Club in Point Richmond. More than sixty members, friends and sponsors arrived to celebrate Saint Patrick's Day. All enjoyed the expertly prepared Corned Beef and Cabbage main course; thanks to Commodore Jeff Stokes and the Point San Pablo Y. C. Cooking Staff volunteers. A wide range of appetizers, salads, and deserts, were provided by and enjoyed by the happy gathering. The Sail In members included **BRIAR ROSE, HUCK FINN, POLARIS, UNDA, SMOKEY**, and the just restored and returning from the Northwest and looking like new, Choey Lee Lion, **NOMAD**. Music was provided by Skip Henderson (**AIDA**), and his concertina, and Tom List (**SMOKEY**) on the fiddle. Attending members were able to pick up their Regatta application packages, which included the new (2006) Membership and Sponsor Directory, created by Vice Commodore Stephen Gort. On a somber note, Commodore Jeff led the Eight Bells ceremony for member Lance Schoenberger (**ORN**), who recently passed away on Kauai, Hawaii.

Many thanks to our Host Commodore Jeff, the Point San Pablo Y.C. members, and bartending staff, who made all this possible.

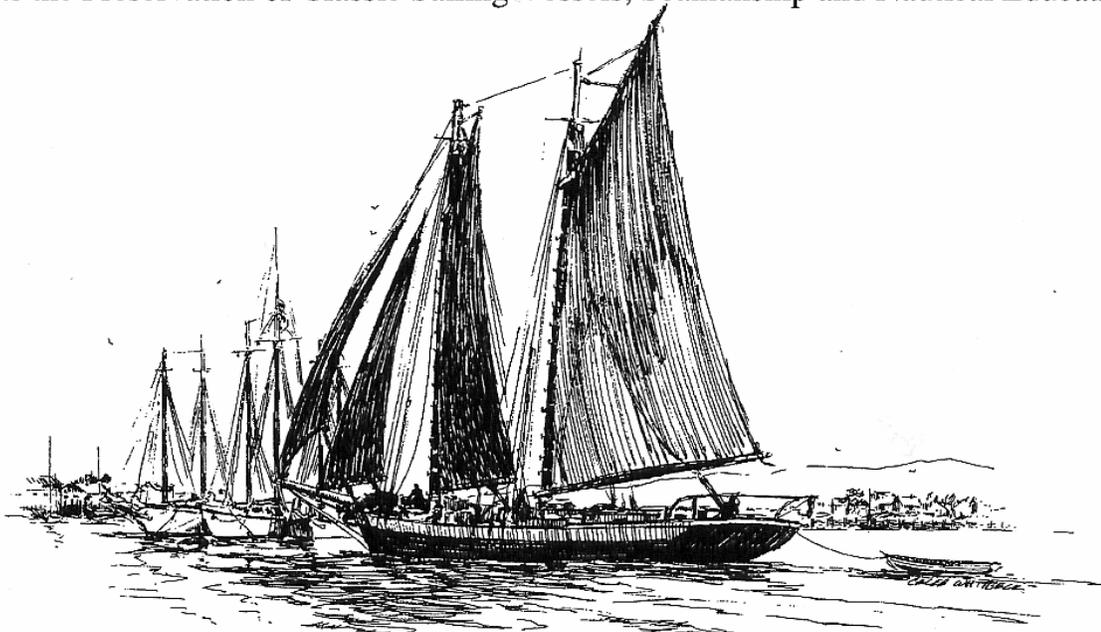


*Article by Patty Henderson, photos by Bob Griffiths*

# MASTER MARINERS **WOODEN BOAT SHOW**

*Sunday, June 25, 2006*

Supports the Preservation of Classic Sailing Vessels, Seamanship and Nautical Education



**Corinthian Yacht Club**  
**Main Street, Tiburon**  
**10 a.m. to 4 p.m.**

Admission \$10. • Children under 12 Free & must be supervised.  
*A rare opportunity to view and board San Francisco Bay's  
classic sailing yachts. Meet their skippers and learn their history.*

**Corinthian Yacht Club Outdoor Bar & Grill Open for Lunch.**

Sponsored by historic (1867) Master Mariners Benevolent Association

Illustration by MMBA member Caleb Whitbeck

[www.mastermariners.org](http://www.mastermariners.org)

## **DIRECTOR NOMINATIONS ARE OPEN**

### **The M M B A NEEDS YOU**

June is rapidly approaching and with it the MMBA Annual Meeting to be held on Saturday afternoon June 24<sup>th</sup> at the Corinthian Yacht Club in Tiburon. In accordance with the Association's By-Laws, annually three Directors positions shall be open for election. Nominations are currently open and at least one incumbent will not be running for reelection. Anyone interested should contact Staff Commodore Bob Rogers at (415) 383-8962 or any of the Directors through the MMBA website to be placed on the ballot.

New Directors are very important because they bring new ideas to the position in addition to maintaining the momentum. The Association cannot go it alone; it survives through the dedicated volunteers that make our events happen. And one of the Keys to making the great events we sponsor happen, like the Regatta and Boat Show, is the dedication and oversight of the Board of Directors.

Directors serve three year terms and are generally responsible for coordinating one event or overseeing one major organizational program annually. Further, the Board of Directors elects from within their ranks the MMBA officers. The Board currently meets monthly (generally on the second Wednesday of the month) to conduct the Associations business.

If you enjoy the MMBA and have thought of giving back to the organization, **now is the time. Nominations are open, let the campaigning begin.**

*Bob Rogers, Staff Commodore*

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## **2006 MMBA Annual Meeting (Saturday 24 June)**

The 2006 MMBA Annual Meeting will be held at the Corinthian Yacht Club, Tiburon, the evening before the Boat Show. The Annual Meeting and election of officers will be at 6 pm, on Saturday night at the Corinthian YC before a night with dinner and dancing.

## **2006 Wooden Boat Show (Sunday 25 June)**

**Corinthian Yacht Club, Tiburon**

**10:00 am to 4:00 pm**

**\$10.00 Entrance Fee for Public (children under 12, free)**

The boat show gives the Master Mariners a chance to show off their classic boats and share their history with the public. A number of awards for boats will be given including the Stone Cup. Activities for children. Entry is free to MMBA members with boats in the show and regatta sponsors). Refreshments and a BBQ will be available. Boat show proceeds go towards our Benevolent Fund which provides funding for sail training scholarships or skills associated with restoring traditional sailing craft. We generally have close to 60 vessels in the show. Invitations will be sent out in May. in making their beautiful club available for this fun MMBA weekend event.

Boat show forms will be mailed out the first week of May.

**For more information or to offer help, contact Bill Belmont (415) 626 5466**



## WEST MEETS EAST



### Spaulding Wooden Boat Center Sausalito, California

### International Yacht Restoration School Newport, Rhode Island

Two unique nonprofits dedicated to education and preservation of maritime heritage, partner to announce IYRS at the SWBC: a vocational school teaching the skills, history, art and science of classic boat building, restoration and maintenance, is coming to the historic Sausalito waterfront.

If you are regular reader of Latitude 38 you saw the article "Freda and the scwb—a marriage made in heaven" that appeared in the August, 2004 issue. It was a wonderful, heart warming rendition of how MASTER MARINERS BENEVOLENT FOUNDATION (MMBF) had acquired Freda, towed her to the SPAULDING BOAT WORKS where the two organizations now known as the SPAULDING CENTER for WOODEN BOATS, would start the process of restoring Freda. Unfortunately, this article was a bit premature in its release.

When Gladys, the widow of Myron Spaulding, who died in September 2000, passed away in May of 2002, she left instructions to the trustees of her estate to form a nonprofit organization. This new organization was to (1) use the existing Spaulding Boat Yard, (2) to provide a flourishing environment for those that will work with wooden sailing vessels, (3) to promote the traditions of designing, building and repairing wooden sailing vessels. And (4) mandated to preserve, restore and operate the Myron Spaulding Boat Works with its historical treasure trove of tools,



AN ICON OF THE PAST

materials and the library of yachting designs and blue prints. It was also mandated to include related on-shore and on-the-water events, and to provide youth sailing activities.

So then, the Spaulding Trust, consisting of Michael Wiener, a long time friend and employee of Myron's, Thomas Miller, a close friend of the Spauldings, whom also owns the last boat designed and built by Myron, (a beautiful 28'er), and Linda Swanson, the family attorney whom had handled the probate of the Spaulding Trust, were required to follow the terms of the will. These three, as the Spaulding Center for Wooden Boats, applied for a tax exempt organization to the IRS in 2003 and received the tax exempt status approval in January 2004.

Knowing of the experience and relationships of the Master Mariners Benevolent Foundation (MMBF) and the Master Mariners Benevolent Association (MMBA), the largest wooden boat organization in the country, the Spaulding Trust contacted the MMBFoundation, which consists of five MMBA Past Commodores; Mike Douglas, Peter English, Terry Klaus, Tom List, and Craig Swayne early in 2003. There was over a years worth of preliminary meetings, discussing how to meet the requirements of the Spaulding Trust, how would the

facility ultimately be used, and most importantly, how was the administration of this new organization going to be arrived at. All of this and more, was cussed and discussed. John Colver, a Knarr sailor, a past Commodore of the Corinthian Yacht Club and armed with lots of experience in projects such as this, was invited to become involved. Major points were agreed upon, a new Board of Directors was created a slate of officers was elected, and the Spaulding Center for Wooden Boats was formally organized in May of 2004. It was agreed that for advertising and letterhead, the use of Spaulding Wooden Boat Center (SWBC) would be easier to formulate into a workable logo. Now the meetings all took on another tone. The Spaulding Wooden Boat Center, or, "The Center", as it is referred to now, really had to assess how to pursue and satisfy the goals of the Spaulding Trust.

In July of 2004, FREDA, the oldest active sailing yacht on San Francisco Bay sunk at her dock in San Rafael. Arrangements were made by MMBF to acquire her and get her to Sausalito. Now the Board had another subject to discuss at their meetings along with the transferring of the Trust assets, meeting new code requirements, the new parking situation, and just plain "what now" on their agenda.



FREDA NOW AT SWBC

SWBC had a facility, Freda to restore, and a boat yard to run. But how does all of this get done and still fulfill the parameters of the Trust? There are no funds to start the restoration of Freda, and the crane used by the Boat Yard to haul boats needed to be serviced and weight certified for the new SCWB. And most important, transferring the assets of the Trust to SWBC had to be accomplished, - the sooner the better.



In February of 2005 the CEO of the International Yacht Restoration School in Newport, Rhode Island came West to give a presentation to the St. Francis Yacht Club. Members of the SWBC Board of Directors were invited by MMBF to the luncheon and spoke to Terry Nathan of IYRS. He visited the Spaulding Center for Wooden Boats for a tour of the facility. After that visit, Terry Nathan and IYRS started showing interest in bringing a campus of IYRS to the Sausalito waterfront and to SWBC. and soon negotiations started in earnest about bringing a branch of the IYRS school to SWBC. An agreement was reached in February of, 2006 and now work has to get started to make ready the areas needed for the first year students to start classes in September of 2007. Also an enclosed area needs to be made available for the second year students beginning in September of 2008.

IYRS is a nonprofit organization that is dedicated to teaching the skills, of wooden boat restoration, building and maintenance-with a strong focus on plank on frame construction. In a decade of operation, the school has returned almost 80 classic boats to the water-both sail and power,-fulfilling its mission of both training craftsmen and preserving maritime heritage. With IYRS at SWBC the Bay Area school will focus on career training and boats indigenous to the San Francisco Bay Area. The intensive program prepares graduates for careers in the maritime trades. The school already has Accreditation from the State of California and the technical school agency ACCSCT.

The students will learn from experienced shipwrights, having the opportunity to learn an in-demand skill-set while restoring and returning historically important boats to the Bay waters.

It has taken well over three years to get the Center to this point, but the educational requirements of the Spaulding Trust are now met, FREDa has been hauled out and Bob Darr of the Arques School of Traditional BoatBuilding and his students are in the process of taking lines and lofting FREDa. Wood for frames is being harvested and a program for raising the necessary funds is now being organized. So the restoration portion of the Trust is in place.

And most important, the Spaulding Boat Works, an integral part of the Spaulding Wooden Boat Center, is fit and ready to roll. The crane has been certified for twelve tons, Shipwright Michael Wiener and his crew are ready, willing and able to haul wooden boats, thereby fulfilling the requirement of maintaining a flourishing environment for the care and maintenance of wooden boats.



A KEEPER OF THE PRESENT

There is much more to do as more programs are going to be added to what is now going on at the Spaulding Wooden Boat Center in Sausalito. Future plans include a museum displaying the works of Myron Spaulding, youth sailing



PREPARING FOR THE FUTURE

programs, and other instructional classes that relate to the care and maintenance of wood boats.

One of the most important points of discussion all along for the MMBF members of the Board has been the desire to be able to have a place for the MMBA and MMBF to have a permanent home. A permanent address with an office a phone, and a place to house their records, have their Board meetings and a place to store all their trophies and historical memorabilia. A conference room for meetings and social gatherings where MMBA members can come to share ideas is also in the future

A lot has been done, but there is much more to add to the old Spaulding Boat Works. The goal is to have Wooden Boat Center where the public can come and see what goes on in the world of traditional wood boats, both in the past with "Myron's Museum" and what it takes to build and maintain a wooden boat today, and to teach those that are new to wood boats that might want instructions on how to maintain their boat.

What does the future hold for the Spaulding Wooden Boat Center? Only time will tell, but there are some dedicated wooden boat enthusiasts that are working hard at preserving an icon of the past, maintaining the present, and preparing for the future of wooden boats on San Francisco Bay.

<p><b>SPAULDING</b></p> <p><b>PRESERVATION</b> of the historic Spaulding Boat Works and <b>partnering</b> with San Francisco Bay Area wood boat owners to provide on going maintenance programs for the active wood boats that sail San Francisco Bay today.</p>	<p><b>WOODEN BOAT</b></p> <p><b>RESTORATION</b> <b>Partnering</b> with SF Bay wood boat organizations and One Design fleets to restore and return these boats back to sailing on San Francisco Bay.</p>	<p><b>CENTER</b></p> <p><b>EDUCATION</b> <b>Partnering</b> with an established school to train a new generation of shipwrights that will be skilled in traditional wood boat building and maintenance methods. and the skills it takes to maintain these hand-crafted wooden boats.</p>
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Mike Douglas

## MMBA River Rat Cruise: *July 8, 2006 'til... (you decide)*

**Departure:** Saturday, July 8 **Sail to:** Steamboat Slough (open) **Return:** As you wish

*Come ride the bubble to the Delta, put the wind to your back...  
Enjoy the warmth of Delta mode... Sail back in your own time...  
Spend the weekend, spend the week, stay the summer!*



*"And you really live by the river? What a jolly life!"*

The 2006 River Rat Cruise will be starting on **Saturday morning July 8th**, to Steamboat Slough with possibly an overnight stop at the Driftwood YC, just below the Antioch end of the Antioch Bridge. **A 3.3 knot flood at the Golden Gate at 0954 and a 1.8 flood at Carquinez at 1236** should provide the usual swift over the ground speed up river all day Saturday. July 8th was selected for the favorable currents and milder Delta temperatures. Starters should plan to transit Southampton Shoal area around 10 a.m. The usual Steamboat Slough destination and the overnight stop at the Driftwood YC is open to change, subject to participant input, Steamboat Slough destination is at the upper end along side the left bank (green side) heading up river. The advantages here are abundant shade trees, clean flowing river water, and convenience to roads, shopping etc. Steamboat for the week also allows those heading back to the bay for business, leaving their boat in the care and watch of those staying. Other options might be upper Georgiana Slough, The Meadows, Potato Slough, Cuts in the San Joaquin River, or perhaps a couple of days at one spot and then moving along to another.

The DYC is a full service Club with slips, bar, dining, River view deck, showers, ice, etc, and they're great people too. This stop will provide an opportunity for crew exchanges, drive up land cruisers, hanging out on board, on the river view deck, at the bar, at dinner, and all the camaraderie experienced in the past.

Breakfast may be available if there are enough boats. Stopping here would mean reaching the final destination on Sunday afternoon, or in case of The Meadows, Monday.

This is the 2nd weekend following the Corinthian Annual Meeting and Boat Show. The Driftwood requests a head count for boats and dinner reservations at the beginning of the week, so the Boat Show and the week after will be the last chance to sign up for dinner. The Cruise Chairman will contact those already not onboard for a final count before the July 4th weekend.

**To sign up**, or to provide your input as to the Driftwood, Steamboat or other venue options, why you may have passed up this cruise in the past or what would you like to see changed, or not changed, so you would consider doing this fun event this time, or anything else about the cruise, please contact Bob Griffiths at (925) 254 9467, (925) 360 0826, [bgriffiths@ifn.net](mailto:bgriffiths@ifn.net). Once any changes are made and set, the MMBA website will be updated to provide the final information.

**Communications:** VHF Channels 68 for check-ins and 14 Bay Traffic, 15 River Pilots Traffic, 9 Bridge Openings and Cell Phones

**Charts:** 18652, 18661, and 18662

**What to Bring:** Awning, sun hats, sunscreen, cold drinks, ice, enough engine fuel, bug repellent, two anchors with rodes and extra line, and water sports gear. **Optional:** Dinghy, swim ladder, crawdad traps with cheap dog food for bait, BBQ, GPS, binoculars,

**Getting There:** Note: To NYC take New York Slough at the Pittsburg PGE Plant (stack) to starboard

The following is from experience and observation and not intended for substitute for good judgment and navigation skills, but just for the orientation of those not familiar with the route(s).

**To Pittsburg:** Entering San Pablo Bay, Red No. 2 marks an obstruction. Skirt the East (Red) side of the ship channel to take advantage of the stronger currents in deeper water. This may not apply on the return, however. Sailing in the ship channel is a no-no. After Davis Point, stay well within the markers, alert for commercial traffic ahead and astern, and allowing time for a safe passing. They are traveling deceptively fast, maneuvering to keep deep water, constantly changing course, not always predictable, and always have the right of way (Rule 9). Above the Martinez bridges there are vast areas of real estate, only exposed at low tides; beware of birds walking on the water. It's vital that the next marks in sequence be confirmed as being correct, going from 1 and 2 to 3 and 4, and not 1 and 2 to 5 and 6 etc. Flying the chute on a shortcut across the Middleground can be a memorable family experience.

**To Steamboat Slough:** Direct: Take the Sacramento River, at the Pittsburgh PGE Power plant stay to Port and head up the Sacramento to the Rio Vista Bridge.

**To NYC:** Take New York Slough to Starboard, passing the Pittsburg waterfront area and on past the North side of West Island, and under the Antioch Bridge and here make an immediate 90 degree hard right Starboard and the narrow Driftwood entrance will be dead ahead. Berthing is arranged inside. Arrival is around 4 or 5 PM There should be ample depth at the entrance at this time.

**To Steamboat Slough From NYC:** Departure from the Driftwood will be about 9 to 10 Saturday morning, after breakfast (ashore available) and

everyone is organized. Typically there will be a good following breeze and some opposing current on the run up river to Three Mile Slough, which is the crossover back to the Sacramento. Entering Three Mile there is a spit to Starboard extending into shallowness off the point, so favoring the Port bank is recommended. Three miles later and after a bridge opening the Sacramento is entered and upriver to the Rio Vista Bridge, which also requires an opening.

**Up River from Rio Vista:** After the Rio Vista Bridge there are two major waterways to Starboard, the first is the Sacramento River. Some deep draft cruisers may choose this "no worries" route, cutting back through the Steamboat Slough Bridge into upper Steamboat. The second is Steamboat Slough, which has some shallow areas. Use your charts here. A 5 ft. spot at the entrance, later to Starboard at "windmill", just below "cable area", and below **and** above "Howard's Landing Cable Ferry". Staying somewhat near the banks where the dredges scoop, and swooping with the outside of the bends, can be usually be expected to carry the most depth. When following, allow enough distance in the event the vessel ahead bottoms out and stops suddenly, and encourage those following too close to pass.

**Mooring at Steamboat:** The area used is the West (shade in the afternoon) bank about a half mile below the Bridge (to the Sacramento River). Some years there is more current than others, and even a slight reverse current, which varies in time with the tide. Pick out a spot, anchor fore and aft, parallel to the bank, and then run long lines from bow and stern to handy trees with long bowline loops, for easy letting go, and you're set.

**Activities at Steamboat:** Swimming, water sports, crawdad fishing and crawdad boils, BBQs, trips to Courtland for tacos, ice and fresh groceries, and to "Al the Wop's" at Locke for steaks, fries, and peanut butter, and to the Big Store at Walnut Grove, for more shopping. In the Delta, the possibilities are unlimited. On the way back there are other spots to visit, the Georgiana Slough, The Meadows, Potato Slough, Cuts on the San Joaquin River, and all the hot spots around Bruno's and Owl Harbor.

*Bob Griffiths Eventide*

## OPENING DAY ON SF BAY

### 43rd Anniversary

The Parade of Boats and  
Blessing of the Pleasure Craft

Sunday, April 30, 2006

10:30 am

Decorated Boats

Celebrate this year's theme:

"Mardi Gras on San Francisco Bay"



### Chorus in her new clothes



Here's CHORUS with her new regatta sails. *photo by Bob Rogers*  
Good Luck and Good Sailing to Peter English in the Regatta!

### One More Time Regatta

Unfortunately it is too late this year but each year, in late February, the Wooden Hull YC in Southern California has the annual One More Time Regatta. This year it was on 25 February 2006- mark your calendars for next year. Their web site is [www.whyc.org/](http://www.whyc.org/)

### Websites to Check Out

The Old Gaffers Association: formed in 1963 to promote the Gaff Rig.  
<http://www.oldgaffersassociation.org>

Traditional Equipment for Classic Boats  
<http://www.classicmarine.co.uk/>

## FLAGS?



Are your regatta flags in order? The Association has a small quantity of regatta flags available as replacements should you lose your flag hoist. Anyone needing replacement regatta flags should contact Bob Rogers, 415-383-8962 for details.

## SEABIRD FOR SALE



Classic Seabird gaff centerboard yawl "Seabird", 26' (33' LOA). Carvel planked (Port Orford cedar above chine, mahogany below) on oak frames with bronze fastenings. Sitka spruce spars, teak decks, 16 hp Yanmar diesel, recent sails, lots of bronze hardware, full cover, Tiny Tot wood stove. Solidly built by Dutch cabinet maker in Mill Valley 1957. A fast sailing, great looking boat in good condition. Reluctantly for sale - \$9000. 415-252-9491.

**BOATS FOR SALE ALSO LISTED AT**  
[www.mastermariners.org](http://www.mastermariners.org)

## *In this issue...*

### Coming up:

- Sponsor Lunch
- Regatta Applications
- Boat Show and Annual Meeting
- River Rat Cruise

### Recent Happenings:

- Spring Potluck

### and more:

- Commodore's Notes
- The Spaulding Center
- Election of Officers
- New Members
- Eight Bells

## MMBA 2006 Events Calendar

<i>May 19th</i>	<b>Sponsors Lunch</b>	<i>St. Francis YC</i>
<i>May 27th</i>	<b>Annual Regatta</b>	<i>Encinal YC</i>
<i>June 24th</i>	<b>Annual Meeting</b>	<i>Corinthian YC</i>
<i>June 25th</i>	<b>Wooden Boat Show</b>	<i>Tiburon</i>
<i>July 8th</i>	<b>River Rat Cruise</b>	<i>Delta</i>
<i>Early Sept.</i>	<b>Summer's End Cruise</b>	<i>TBA</i>
<i>Oct. 14-15th</i>	<b>Jessica Cup</b>	<i>St. Francis YC</i>
<i>Oct.</i>	<b>Offshore Cruise</b>	<i>Drake's Bay</i>



Frances Dugdale, Editor  
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Corte Madera, CA 94925

Don't Forget to Register for the  
Regatta-Deadline this Month

Commodore	Jeff Stokes	(925) 935-7096
Vice Commodore	Stephen Gort	(707) 265-9624*
Rear Commodore	DeeDee Lozier	(510) 653-8820***
Jr Staff Commodore	Ken Inouye	(650) 494-7271
Director	Terry Klaus	(510) 337-0514
Director	Dick Wrenn	(510) 654-7704**
Director	Bob Griffiths	(510) 254-9467
Director	Patty Henderson	(510) 531-1195
Director	Bill Belmont	(415) 626 5466
Director	John Vincent	(650) 692-8382***
Treasurer	Mike Douglas	(415) 898-8171
Secretary	Bob Griffiths	(510) 254-9467
Website	Stepen Gort	(707) 265-9624
Email Notices	Ariane Paul	(415) 928-4415

\* Race Chair \*\* Membership Chair \*\*\* Sponsor Chair

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