



The Shellback

Since 1867

April-May, 2009

Hans List, Editor

2009 Sponsors & Skippers Luncheon May 15, 2009, 11:30 am, St. Francis Yacht Club

Our annual regatta is on the near horizon and the Sponsors Luncheon is just weeks away. The lunch will be on Friday, May 15th at the St. Francis Yacht Club in the Golden Gate room (to the left of the entrance lobby). We have already started receiving checks back from returning sponsors. The Sponsor brochure and form is online for any potential new sponsors you are talking to, as well as the 2008 Sponsor Directory (<http://www.mastermariners.org/PDF's/2008MMBADirectorySponsors.pdf>) so that they can see the good company they will share in supporting Master Mariners. The directory has a brief description of each company and their contact info. Returning sponsors have already been sent the MMBA tidebook that Frank Hoburg was kind enough to make for us once again, but I have a few on reserve to send to new sponsors. Please email me as soon as possible if you plan to sponsor and attend the luncheon, a check can follow. It will help us start getting a head count for the luncheon.

Not only does our sponsorship program help put on our annual regatta, but a portion of the funds coming in helps build up our reserves which in turn are channeled in to our benevolent foundation's donations towards apprenticeships, cadet programs, and other maritime programs. If you know of a potential new sponsor company, please contact me with details. The luncheon is included in sponsorship as always, additional guests can attend for \$40.

Ariane Paul, Sponsor Chair
mastermariners@yahoo.com
(415) 806-2299
www.mastermariners.org





From the Quarter Deck.....

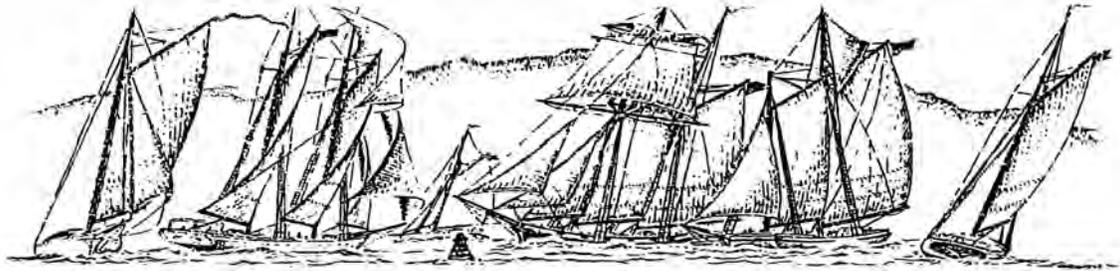
The rain seems to have let up and the sun is shining. Time to shake the cobwebs out of the rigging and the bird's nests out of the sails, touch up the varnish and practice for the regatta. The deadline for getting your regatta application in is fast approaching - **April 27th**. After April 27th the price goes up \$10.00. **May 4th** is the absolute drop-dead date. The deadline is important. Once we know which boats are going to participate, the race chairman has lots of work to do - arrange the starts, finalize courses, create race packets, etc. Last minute entries just create major havoc for the Race Chairman (me!).
And...Don't forget to send your dinner and berthing reservations for Encinal to Terry Klaus right away.

John Vincent has decided to resign as Commodore. We are very sorry that he will no longer be on the Board. He will be missed. John has worked very hard for Master Mariners in a number of roles including Sponsor Chairman, Race Chairman and Commodore. Next time you see him at an event, please thank him for all he has done. So, the Board has appointed me as Commodore until the Annual Meeting in June.

The Spring Pot Luck was once again a great success. The weather was iffy, but that has become the norm. The weather didn't stop anyone from coming. There were around 70 people and lots of good food including turkey and gallons of gravy. The turkey carcass was turned into soup for the homeless - Thank you, Alice Cochran. The Proudfoots put on another entertaining slide show about their further summer travels on Farida.

Our next event is the Sponsors' Luncheon at the St. Francis Yacht Club on May 15th. See you there!

Dee Dee Lozier
Commodore



2009 Master Mariners Annual Regatta – Saturday, May 23rd

The Regatta applications have been sent. I've spoken to the various wind gods, and we should have plenty of wind. The current will keep you on your toes. So, this year's Regatta is shaping up to be a fun race.

The Race packet including the race instructions, courses, start times, etc. will be handed out at the Sponsors / Skipper Luncheon which will be held at the St Francis Yacht Club on Friday, May 15th. The bar opens @ 11:30a.m., and the lunch will be served @ noon. If you cannot make the luncheon, the race packet will be mailed to you. If you need to make special arrangements to receive the packet, please contact me. The race instructions and courses will be posted to the Master Mariners website by May 15th.

The race will start in front of the St. Francis YC with the first boats starting at 1200 and the last by 1300. The finish will be off the east side of Treasure Island with most finishing by around 1530. ***Please Note:*** The finish line will be a little further north than usual in order to avoid all the bridge construction obstructions. The exact location will be in the race instructions. To get to the Oakland Estuary after your finish, use the new buoyed channel between the India (I) Juliet (J) span of the Bay Bridge. The Vertical Clearance is 122' at Mean High Tide. The spans under the Bay Bridge closest to YBI are closed. Cal Trans is not expected to be working on that day, but they urge caution when navigating around the new bridge piers, barges, etc. A number of recreational boats have managed to snare the anchor wires. Please refer to your Local Notice to Mariners. Skippers, who are uncomfortable going under the bridge on the east side, may go around the West side of Treasure Island.

To avoid late penalties, send your race application in before the deadline on April 27th. ***The absolute last date that Race Applications will be accepted is Monday May 4th.*** If you have not yet received an invitation or have any questions, please contact me:

Dee Dee Lozier

Commodore & Race Chairman

ddlozier@gmail.com (510) 653-8820



Master Mariners Regatta Festivities At a glance



Friday, May 15th
Sponsors Luncheon
St. Francis Yacht Club
*Bar opens @ 11:30am * Lunch @ noon*
T-Shirt Unveiling
Sponsor Flag Display



Friday, May 22nd
Bring your boat early to Encinal Yacht Club
Dinner available in Club Dinning Room



Saturday May 23rd
Race begins @ Noon
Party @ Encinal Yacht Club
Dixie Land Band on deck starts @ 3pm
Lawn Bar All Afternoon
Dinner from 5:30pm to 7:30pm
Music and Dancing @ 7:30pm
Awards Ceremony @ 8:00pm
More Music & Dancing



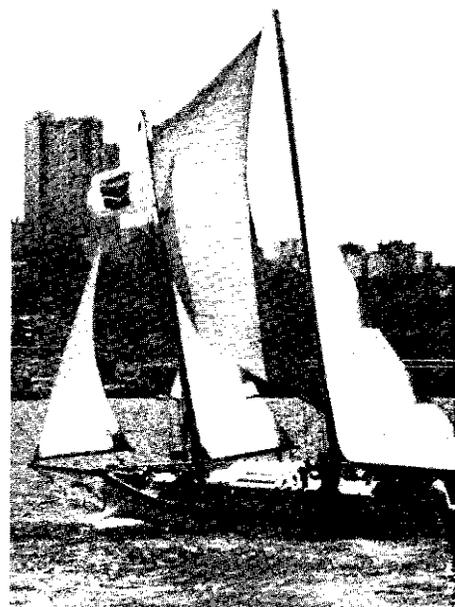
Sunday, May 24th
Breakfast from 8:30am to 10:00am
Public Sail on Lynx from 2:00pm to 5:00pm
MMBA Pot Luck on Lynx @ 6:00pm



The following story is an article written by Robert Vollmer that appeared in the September 1975 issue of Pacific Skipper Magazine. Noting , 'As I walked along the docks of Ballena Bay Yacht Harbor with cameras, notebook, and other necessary gear,' I would presume that Mr. Vollmer also took the photos. Mr. Vollmer was a yacht broker based in Alameda's Ballena Bay Yacht Harbor. His firm sponsored the 24' Renegade cutter "*Kathleen* " in the MASTER MARINERS' REGATTA held May 25, 1975.

This article was scanned from an original copy of the September 1975 magazine that was published by Pennant Publishing Company, Inc.

MASTER MARINERS' REGATTA



Viator, a marconi schooner flying a fisherman.

By Robert H. Vollmer

□ As I walked along the docks of Ballena Bay Yacht Harbor with cameras, notebook, and other necessary gear to spend a day on San Francisco Bay, not even a miniscule whisper of wind was in evidence. The mirrored surface of the harbor seemed as polished as that of any reflector used by astronomers to search out the heavens. The crisp images of spars, rigging, bows, transoms, and pilings were distinct and silent. Yet, oddly enough, in that silence a million and more adventures of men and their endeavors at sea could be found. Harrowing adventures, humorous adventures, man's exploitations of the world past, present and future

were all there for the taking. Just reaching out to that surface I could help myself to the life of any seaman -- be he amateur sailor or master mariner.

My day-dreaming was brought to an end by a bright and cheerful "Good Morning" from Hugh Strehle. Hugh and his wife Esther live on board a converted 40-foot ex-Navy launch, the *Estrellita*. She's a fine craft and well suited to their way of life and the day's up-coming event. Today we were to experience a most unique recreation -- the Master Mariners' Regatta.

Since 1867, from any one of the many vantage points on the hills or shoreline of San Francisco, a spectacular sight is presented by the Master Mariners: a gathering of fine classic sailing craft from many ports on the

West Coast. When a spirit of competition that involves the desire to win is coupled with the pride of maintaining such vessels to a high standard of sea-worthiness, fine examples of sailing history are kept alive. Shipping interests and yachtsmen join in the celebration of Maritime Day.

Late in the 1800's, the celebration of the Fourth of July, then referred to as the "Glorious Fourth," called for the contribution of one kind or another by the civic-minded businessmen of the day. It was on July 4th, 1867, that the Boatmen's Protective Association staged a race with the various work-boats and coastal schooners. Spectacularly successful, it was rescheduled in 1868, and in 1869 the Boatmen changed their name to the Master Mariners' Benevolent Association. From then on the



Thales, a staysail schooner footing towards mark at Yellow Bluff near Sausalito.



The scow-schooner Alma, becalmed at the start.

Master Mariners' Regatta was a regularly scheduled event until 1878. The depression of that period along with the advent of the steam driven vessel brought about a lack of interest. A revival attempt was made in 1879 with 22 vessels entered, then again in 1884 and 1891 with only 14 participants.

As we left the harbor and headed for the starting line off the St. Francis Yacht Club, Esther came topside with hot coffee and rolls. This proved to be of great value as it would be some time before we could relax and enjoy the fried chicken that had been prepared for lunch. Sipping the hot coffee in that crisp morning air, I thought back on a luncheon I had attended several weeks prior.

Traditionally, the St. Francis Yacht Club hosts a luncheon for the Master

Mariners' Regatta Committee, the owners of the participating vessels, and the various sponsors. During the luncheon, the sponsors are chosen by the Maritime Day Queen via a drawing. The sponsor's flag is then presented to the owner of the vessel so that it may be flown during the regatta. This light-hearted affair seemed to set the general mood for the forthcoming event. Vessels such as *Alma*, a scow-schooner belonging to the San Francisco Maritime Museum, a typical example of the work-boats that used to ply the bay, received, appropriately, *Red Stack Tug*, as her sponsor. *Kathleen*, a 24-foot Renegade cutter and one of the smallest entrants, owned by O.D. Gould of Sacramento, was sponsored by Clipperships Yacht and Ship Brokers. *Barlovento*, a 68-foot

staysail schooner from Santa Barbara, owned by Lamont M. Cochran Jr., was sponsored by Gashouse Cove Marina. H. & H. Ship Service sponsored the yawl, *Evening Star*, while the Bank of America backed the schooner *Stardust*. And so it went with approximately 50 vessels including *Lavengro*, a 45-foot ketch owned by Clay McCullough of Santa Cruz, sponsored by the Oceanic Society. Work-boats to classic yachts, small to large vessels with a great variety of rigs, joined the small independent businessmen with gigantic corporations to bring about a mutual spirit of cooperation and celebration. In that spirit the luncheon ended.

As we rounded the point of Aquatic Park and approached the starting line, the bay was filled with the sails of yesterday well sheeted by the Master



The 24-foot cutter *Kathleen* waiting for wind.



The fleet heading for the San Francisco shoreline.

Mariners of today, May 25th, 1975.

Along the north shore of San Francisco, an imaginary starting line was set just off the St. Francis Yacht Club. The course to the first mark required crossing the line against a 4.9 knot current during maximum flood. With only very light airs blowing, there was a goodly amount of jilling about that created a great profusion of spars going nowhere. It would be some time before many of the vessels would be able to start, let alone finish the 17-mile event.

Although this Master Mariners' Regatta followed a shorter and vastly different track than the 30-mile course of 1867, the same jovial spirit was quite evident. As we passed vessel after vessel, one could easily see there was little concern about the slow beginning. After all, the weather

was warm with the sun riding high in a cloudless sky. It was not often that the sailors of San Francisco could enjoy this kind of lolling about on the Bay. This longstanding event often experienced a chilling cold, accompanied by a persistent rolling fog. The light airs of today would change, but, hopefully, not to the 35 or 45 knot winds that have often strained every sail and sheet during this regatta.

With only a few minutes between the starting time of the various classes, it was difficult to determine who was going where. For nearly an hour, class after class piled up in the vicinity of the start. The wind, it would seem with some reluctance, finally gathered strength and they were off -- more or less. At one point, *Orn*, a 32-foot double ender, was having some difficulty in coming about. So, using the

buddy system, *Stardust*, a small gaff schooner, nosed into *Orn* and provided a necessary gentle shove in the right direction.

The Master Mariners' Regatta is, in fact, a race with all those involved working quite hard. However, all of the effort expended does not go into just trying to win. One situation that was repeated for several years by the crew on the famous *Rendezvous* created a fair amount of excitement. Before the start of the race many of the crew would fill small black balloons with water. Then setting a sling shot arrangement, using the pin rails, they would fire the black water-filled balloons in salvo after salvo as they overhauled their competitors. Incidentally, a few years after this was started by *Rendezvous*, her fire was returned.



During one of the regattas, Bill Tate, master of *Wayfarer*, who had a real flair for comedy, created a humorous but embarrassing situation. Bill had dressed himself, as well as his crew, in the typical swash-buckling costumes worn by pirates of the 16th century. As Bill and his thirsty crew overhauled *Rendezvous*, he hailed the vessel using the most colorful seaman's language he could muster. Spouting threats of dastardly deeds he was about to inflict on all those aboard, especially the women, he pulled alongside of *Rendezvous* to find that his threats and actions had been received by a goodly number of guests -- most of them Catholic nuns.

The wind had increased and with it the tempo of the regatta. Topsails, fishermen, gaff main and mizzens, forestaysails, jibs, flying jibs and

genoa's filled and were smartly sheeted. The traditional summer winds of San Francisco Bay were now putting the Master Mariners to the test. *Yankee* and *Barlovento* soon got into a close race as did many others. *Windsprit* and *Briar Rose* battled each other back to San Francisco, while *Fairweather* was hard on the heels of *Evening Star* rounding the mark off Sausalito's Yellow Bluff.

Sometime later, just off Blossom Rock Buoy, we finally got to the fried chicken and all the rest that had been prepared for lunch aboard the *Estrelita*. It was late in the afternoon and the wind and sun had effectively left its mark on all of us. As we watched these hearty sailors round that final mark and head for the finish line, it seemed as though the imposing sky-

line of San Francisco and the towering structure of the Bay Bridge were a little out of place. The water of San Francisco Bay had been surging under the keels of vessels such as these for over a hundred years. The graceful, ageless strength of these mariners appeared to make recent additions to San Francisco's skyline mere novices in time.

That evening, at the Sausalito Yacht Club, there would be a grand celebration. Stories long and tall would be told along with the wholehearted consuming of equally long and tall beverages. Stories of the day's events would drift through the rigging of their vessels at anchor nearby -- stories not at all unlike those extolling the greatness of those who sailed that first Master Mariners' Regatta in 1867. ■



Eight Bells ~ Juanita D. McNish (1932-2009)

Juanita McNish passed away February 20th at Pleasant Valley Hospital in Camarillo in the company of her husband Dick McNish, daughter Leslie, and son Jeff. The McNish family has been active in Master Mariners for many years and in various other traditional sailboat organizations up and down the west coast. Juanita (DeRoye) McNish was born in Los Angeles on February 22, 1932. She graduated from UC Santa Barbara in 1953 with a BS in Psychology. She and Richard McNish married on October 10, 1953 and lived in the Los Angeles area until they moved to Ventura County in 1968. From high school on Juanita was an artist, ultimately arriving at an accomplished abstract style that used subtle gradations of color on large canvases. She was active in promoting the Carnegie Art Museum in Oxnard, and was a founding board member of the Carnegie Art Museum Cornerstones, a non-profit group which raises money for the museum. At the time of her death, she had also served as the treasurer for the Carnegie Art Museum Cornerstones Board for 16 years. Juanita served on the Marina Management Committee for the Pacific Corinthian Yacht Club. For 30 years, she helped her husband Dick organize what is now known as the McNish Classic Yacht Race on behalf of the Pacific Corinthian YC. She served on the Ventura County Grand Jury. She was an avid gardener, specializing in cymbidium orchids; preferred cats to dogs; loved seafood; had an ironic sense of humor and of life; and supported her family in their many adventures. She is survived by her husband Richard McNish, daughter Leslie, son Jeff and granddaughters Alyce, Darby, Ramona and Nora. Donations in her memory may be made to the Carnegie Art Museum, 424 South C Street, Oxnard, CA 93030, (805) 385-8157



What's Made of Wood, Sails the Bay and is 10% Cheaper than a Haul Out?

The Spaulding Wooden Boat Center.

Did you know that Master Mariner members are eligible for a 10% discount on all haul-outs at the Spaulding Center? But there are many other reasons to get involved at SWBC.

We sail our two MMBA boats, the 1906 gaff-sloop *Polaris* and the 1962 Spaulding 33 *Pegasus*, with volunteer skippers and crew. This year we are focusing on youth and senior groups. Come sail with us!

The restoration of *Freda*, our 1885 gaff-sloop and oldest private sailing yacht on the west coast, is leaping forward as we complete the final frames and begin to plank her with the Douglas Fir donated by the Master Mariners. Be a Friend of *Freda*!

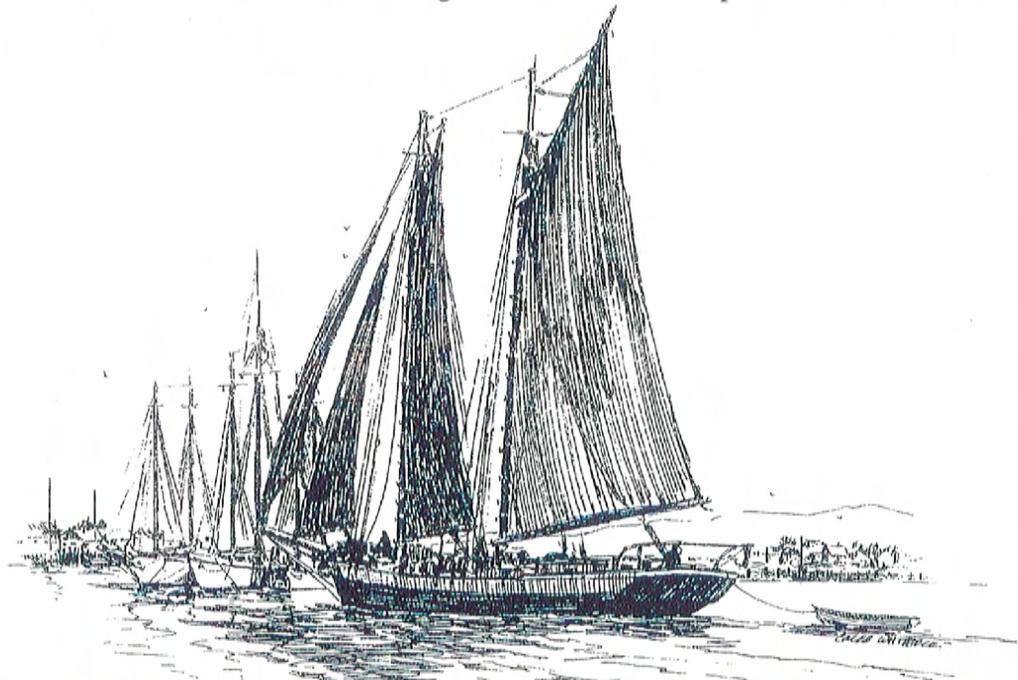
Most fun is the Spaulding Youth Boat Building and Sailing Program. We have just started Year Two with fourteen high school students at the Center on Saturdays building a 12-foot Norwegian Pram and then learning to sail. And all of the instructors are volunteers. Join the kids!

Support the Bay area's Center for Wooden Boat Lovers. Become a member, volunteer or bring your boat! We are keeping wooden boats alive. Join us! See: <http://www.spauldingcenter.org/takepart.php>.

MASTER MARINERS
WOODEN BOAT SHOW

Sunday, June 28th 2009

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 • www.mastermariners.org
Illustration by MMBA member Caleb Whitbeck

In this issue...

Coming up:

- Sponsors Luncheon
- Annual Regatta
- MMBA Boat Show

Recent Happenings:

- Spring Potluck

and more:

- Commodore's Notes
- Regatta article from 1975
- Eight Bells

MMBA

2009 Events Calendar

<i>January 1</i>	New Years Race	<i>Pt San Pablo YC</i>
<i>March 21</i>	Spring Potluck	<i>Richmond YC</i>
<i>May 15</i>	Sponsors Lunch	<i>St. Francis YC</i>
<i>May 23</i>	Annual Regatta	<i>Encinal YC</i>
<i>June 27</i>	Annual Meeting	<i>Corinthian YC</i>
<i>June 28</i>	Wooden Boat Show	<i>Tiburon</i>
<i>July 18</i>	SWBC-MMBA BBQ	<i>Sausalito</i>
<i>August 29</i>	China Camp	<i>China Camp</i>
<i>September 5</i>	Petaluma Cruise	<i>Petaluma YC</i>
<i>Sept-Oct TBD</i>	Offshore Cruise	<i>TBD</i>
<i>October 17-18</i>	Jessica Cup	<i>St. Francis YC</i>



Hans List
P.O. Box 665
Sausalito, CA 94966

Commodore	Dee Dee Lozier	(510)653-8820*
Vice Commodore, Website	Ariane Paul	(510) 749-1454***
Rear Commodore,	Patty Henderson	(510) 531-1195
Director	Bill Belmont	(415) 626-5466
Director	Terry Klaus	(510) 337-0514
Director, Editor	Hans List	(415) 729-6043
Director	Al Lutz	(415) 561-7180
Director	Dick Wrenn	(510) 654-7704**
Treasurer	Mike Douglas	(415) 898-8171
Trophy Chairman	John Tucker	(510) 215-6620
Secretary	Dennis Brewer	(415) 252-9491

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

www.mastermariners.org
(415) 364-1656