



The Shellback

Since 1867

December, 2007

Frances Dugdale, Editor

New Year's Day Race

Chili Potluck & Tacky Trophy Exchange

Tuesday, January 1, 2008

Generally we have a goofy race starting from some point in SF Bay and finishing at a yacht club (this year the [Pt. San Pablo Yacht Club](#) in Pt. Richmond) where we have a chili potluck and give each other tacky trophies that we pass down year after year - trying to hoist them off on our mates to be stuck with until the next year. Last year it was funny when one of the new members arrived in their boat without a trophy, but saw something shiny in the muddy water under the dock, fished it out, and it was a little copper model of a ship - that they were then able to present as a tacky trophy that day...

Okay that was last year - now it's time to look forward to January 1, 2008. Schooner Aida will be lurking somewhere between South Hampton Shoals and Angel Island and listening to Channel 72. Your new race mission is to check in or stop by anywhere near 10:00 AM. Following that, plan to circumnavigate Angel Island as best you can. Play the tides or the wind and go in either direction. If the day becomes too long please head for the [Pt. San Pablo Yacht Club](#) with the intention of arriving sometime around 2:00-3:00 PM to munch down chili and all those fixings and greet the New Year with old and new friends. Motors are your friend!

Should the weather turn suddenly sour or just looks too stinky (we are antique vessels after all), the race course could change drastically. Schooner Aida has the power to call a race to South Hampton and then on in to the YC. Stay tuned to Channel 72 just in case. Try and remember who finished before and after you when you make the turn into the breakwater or in that vicinity. Remember - this is January 1 and we are having fun!

So clean out your bilges and attics for those great gifts we all look forward to giving and receiving. Hope the weather holds and we see many of you this year. If you can't make it by boat, come by car.

Gaffs bring chili & bread, Marconis bring salad & dessert

For additional information contact: Patty Henderson (510) 531- 1195



New Shellback Editor Needed

After seven years of producing the Shellback, Frances Dugdale has decided to pass the job onto someone else. I really want to thank Frances for all the hard work she has done. She has done a tremendous job. So, we are searching for a new editor. This is a critical job because it is our main form of communication. If you are interested, please let me or any other board member know. If you want to find out what the editorship involves, you can contact Frances or Ariane.

Dee Dee Lozier



From the Quarterdeck

It's been awhile since our last Newsletter. A lot has happened....Chickenship Regatta, Half Moon Bay Cruise and the Jessica Cup - all were successful and fun. We are scheduling our 2008 events so you can plan ahead for next year. Check the calendar.

We recently exercised the Benevolence that is part of our name and purpose. Normally, the MMBA transfers money to the MMBF every year – usually from the proceeds of the clothing sales at the Boat Show. The Foundation, in turns, donates funds to various causes. In August, the board voted to transfer \$12,000 to the MMBF and designated the money to be donated to the Spaulding Center for Freda's planking. The Center is very appreciative and Bob Darr immediately purchased the wood. It is now being cured for use next year.

There have been some changes on the Board. Dean Gurke recently resigned for personal reasons. We were very sorry to loose him. He has been a valuable member, but we are fortunate that John Tucker has agreed to take his place. John is a veteran board member and a continuing volunteer. Recently, he has taken over the job of Trophy chairman and will continue that as his primary job on the board. (I think John decided that since he was attending all the board meetings and working hard, he might as well get to voice his opinion and vote.) Bill Belmont has agreed to take over the membership for another year.

The organization needs your help. We need a new Newsletter Editor. Plus, we could help with the events we have planned and mentoring new members. If you are interested or have some other skills you want to offer, let me or any other Board Member know. Meanwhile, have a great Holiday Season and see you out drifting around Red Rock on New Years Day. *Dee Dee Lozier*

Update on Farida

Happy holidays from Mike and Sue Proudfoot. We missed not participating in another Regatta and thought of everyone on May 26th as we exited the Crinan Canal in Scotland. This year we took "Farida" from Dublin, Ireland to the Isle of Man, then Scotland, the Orkney Islands, Fair Isle, the Shetland Islands and Norway. We participated in the Risor Woodenboat Festival and have enjoyed telling new Norwegian friends about the MMBA. After visiting Oslo we returned to Risor where "Farida" is spending the cold winter ashore. We look forward to seeing past and new MMBA members on New Year's Day.

Mike and Sue Proudfoot

Locking down in the Crinan Canal, Scotland



At the Risor Boat Festival rafted to the "Colin Archer" of Oslo

"Farida" at Dublin with the famine-ship replica "Jeanie Johnston"



JESSICA CUP REGATTA (October 20-21, 2007)



	Boat	Skipper	Races			Total
FARALLON CLIPPER			1	2	3	
1	VIP	Don Taylor	1	2	1	4
2	Credt	William Belmont	3	1	3	7
3	Ouessant	Gene Buck	2	3	2	7
GAFF						
1	Brigadoon	Terry Klaus	1	1	1	3
2	Makani Kai	Ken Inouye	2	2	2	6
3	Yankee	Samantha Ford Collins	3	3	3	9
L-36						
1	Papoose	Allen Edwards	1	2	1	4
2	Leda	David James	3	1	2	
3	Olé	John Hamilton	2	3	3	
MARCONI 1						
1	Bolero	Tim Murison	1	3	2	6
2	Alpha	Richard Pfaff	2	2	4	8
3	Santana	Paul & Christine Kaplan	3	1	5	9
4	Valiant	Jeff McNish	6	7	1	14
5	Elizabeth Muir	Peter Haywood	8	5	3	16
6	Kate II	Roger Emerick	5	6	6	17
7	Bright Star	Ted Hall	4	4	DNF	18
8	Lydia	Bob Hanelt	7	8	7	22
9	Radiant	Jonathan Kitchen	DNS	DNS	DNS	30
MARCONI 2						
1	Chorus	Peter English	1	2	1	4
2	Flotsam	Clerk Bros	2	1	2	5
3	Adagio	David Howell	3	3	6	12
4	Saltana	John Vincent	4	4	4	12
5	Corsair	Steven Welch	5	6	3	14
6	Nomad	Richard. Ruddick	7	5	7	19
7	Wanderer II	Roy Sobert	8	7	5	20
8	Tehani	Paul Gaetani	6	DNF	8	24
9	Vixen	Steven Kibler	DNS	DNS	DNS	30



Brigadoon and Chorus, photos by Dee Dee Lozier

This was a three race series with two races on Saturday followed by at sit down crew dinner and one race on Sunday followed by a trophy presentation

ALMA'S MASTS

So, we went into an annual haul out with some idea of what we were in for. Little did we know. As with all wooden boats, haul outs can be emotionally heart stopping and financially deadly. I had planned to haul out in the winter when I had ALMA derigged. However, the bean counters at work (we're from the government and we're here to help) didn't process the contract in time to get things done by the March 1 deadline. So I proposed we haul out in July. I also requested we take out the masts and bow sprit for inspection as part of the preventive maintenance schedule. I warned the boss that we could be in for a main mast replacement as we replaced the fore mast last time, 6 years ago, and I noticed a little softness in the mid-body of the main then. We motored over to Bay Ship and Yacht in Alameda in July and started work dock side removing the masts. I had already removed the sails and all running rigging . All was on schedule until we had the masts laid out horizontally on shore and I started a survey. The fore looked good, it should, it was only 6 years old. The bow sprit had a little rot in both outboard and inboard ends, no surprise. The main had a long and deep rot pocket in the mid body just under a thin hard shell. By boring with a thin drill and measuring the resistance we could tell that we had rot to the core. The boss was surprised when I told him we needed a new mast. (They never listen to me). I know a couple of guys up north that could knock out a new 61ft by 14½ inch mast in no time. The bean counters stated it would take 90 days to run a contract for a new mast, but we could make an adjustment to the existing contract with Bay Ship to have them do it. So, with a little wrangling we agreed to use one of the Thayer masts that was found unfit for her and cut it down for Alma. So we cut a 61 ft length out of a seasoned 30 inch Doug fir log we had in a warehouse in Alameda and hauled it over to Bay Ships shop in the old hanger at Alameda Point where Thayer was rebuilt. First the log had to be squared to 15 inches at the base and tapered to 13 just under the shoulder then squared to 10 inches for the last 12 feet. Then it was hexed for the lower 50 odd feet and rounded from there. Using large calipers and transferring measurements from the old mast the new mast took shape.

Meanwhile back at the boat we were busy cleaning the bottom, sanding the hull, inspecting planking. I wanted to investigate some rot I found in the transom planking. This turned out to be as if you went to the doctor about a bruise on your leg and found out you needed a hip replacement. We pulled off the offending plank and found a mess. Holy #%&&*(!). It was a shocker. There were 12 x 12 in blocking and 12 x 6 in timber and large end grain sheer clamps and all kinds of stuff looking really bad. Boss, you aren't going to like this. The culprit was a bad deck seam I had overlooked and leaked fresh water down onto these timbers. Oh @%\$#**&!!!. So we assessed the damage and agreed to fix what we could afford, (we do have a budget) and carry on. The masts were taking longer that we hoped so by August 1st we went back to Hyde St to wait completion of that work and do work ourselves on the leaky deck. By September 1st the new mast was done so we motored over and got ready for the mast installation. Everything looked good and in short order the crane was lowering the new mast in place. We got the shrouds lashed in place, no turn buckles, real lanyards and deadeyes. Then it was the jib stays rove thru the bow sprit and seized and all the rest of the head rig. Lots of work with stiff wire and old tools. Once every thing was tight we steamed back home to complete the refit. It took three days to put up the halyards, hang the spares, install the rest of the running rigging and bend on all sails. It will be interesting watching how the new mast behaves. Solid wood masts have a tendency to twist. The old masts Alma had from 30 years ago never twisted. The new fore mast from six years ago has a slight twist already. The new main mast was seasoned for some time in the ware house. It will be interesting to see if any twist occurs. Maybe I'll be retired from this before it has to happen again, (yah right).

Later, *Al. Lutz*

Chicken Ship Regatta 2007 (Labor Day Weekend)

Everyone had a wonderful time in Petaluma. It was a laid back weekend. The Petaluma YC was very hospital. They opened the club for us for the whole weekend.

The games in the basin turned into reading, napping and drinking due to the heat. We did have the bilge diving contest. Contestants had to reach into grime and slime of a bilge and identify different items (all things you would find in a bilge) by feel. Suzanne Statler guessed the most items – not necessarily correctly – including “rotten moldy sausage”. There were still many items that went undetected and will be in next year’s bilge.

Many fine poetic sailors participated in the limerick contest. One of the winning limericks came from Little Smokey and included nautical and chicken references:

There once was a rooster named Cy
Who sailed perched on the yardarm on high
A jibe caught his neck
Knocked him down on the deck
And the cook cried “Tonight’s Chicken Pie!”



Little Smokey

The Petaluma YC put on a great steak dinner for us, and at the last minute, the Commodore of PYC found us a fabulous speaker – 83 year old Hans Skalagard. Hans was born on Faroe Islands – an autonomous region of Denmark. At age 13, he went to sea and survived four shipwrecks during his maritime career. At age 8, he started drawing and became well-known maritime artist with a gallery in Carmel. He recently retired to Petaluma. He showed us a documentary about his art and spoke about his life at sea. He also brought some of his amazing drawings. Unfortunately, Hans’ talk was last minute, so there was not enough time to hear his full story and look closely at his work. If there is enough interest, we can invite him back for another talk at one of our events. Let me know.

Eleven boats participated in the regatta: **La Sirena, Nomad, Aida, Unda, Adagio, Stroma of Mey, Sequestor, Inismore, Ganges, Stardust** and **Little Smokey**. Plus, we had three boats from the Classic Boat Society join us. There was not much of a race since most of the boats started out 24 hours or more before the starting gun, but there was a definite “last to come” – Stardust. She is a wonderful little schooner that John Ough and his friend Mary rescued from being cut up and worked on her night and day to get ready for the Regatta. They got everything going except for the engine. So John towed Stardust up (and down) the river with his inflatable.

Glen Burch on La Sirena won the Cluck-Up award. Glen’s job was to reserve dock space for us in front of the Petaluma Yacht Club, but he failed. Some how he allowed a police captain, a police lieutenant, the head of the Department of Public Works and an overly aggressive sales person from Danna Yachts to persuade him to move La Sirena to the other end of the dock so that 14 large white floating “marshmallows” (2-3 story Carver power boats) could park in front of the yacht club. Fortunately, these “marshmallows” had no impact on the fun and success.

Many thanks to everyone who helped with this event. I especially want to thank Gary Costigan who along with his shanghaied galley crew brought together a wonderful breakfast for us on Sunday morning. I also want to acknowledge the Stroma crew, Alice Watts, Regina “Cookie” Kaler and Vicki, who helped out all weekend.

Chicken Ship 2008

This year, Petaluma will be celebrating its Sesquicentennial during the weekend of August 9th and 10th with a Jazz Festival on Saturday and a River Festival on Sunday. Alma has been invited to attend. Al Lutz, skipper of Alma, is working with a contact at the Chamber of Commerce to reserve the whole city dock for Master Mariners and other wooden boats. We will be able to participate in all the activities and provide a visual treat for other visitors to Petaluma. So, mark your calendars so you will not miss this event.

Dee Dee Lozier

China Camp Pictures

Many MMBA members joined the SF Maritime Museum and Traditional Small Craft Association at a Sail-in and BBQ at China Camp in August.



Photos by Ariane Paul and Will LeRoy

MMBA/MMBF Scholarships

As you may or may not know, MMBA/MMBF helped to fund two young people to sail aboard a Tall Ship during the summer of 2007.

Joel Crow, son of members Brian and B. L. Crow, was awarded funds to sail aboard the Lady Washington as a volunteer as he desired to find out about sailing aboard a Tall Ship after sailing aboard the families 36 Herreshoff cutter ROGUE. He did so well that he landed a paid position on the privateer Lynx. He was aboard her during the MM Regatta of 2007 and gave a verbal 'note of appreciation' to MMBA at the awards ceremony at EYC following the race.

Natalie Haines, daughter of members Richard and Lorraine Haines, owners of Windward # 7, and sister of Nick Haines, owner of PEARL. For sure this is a family get together when they all get to the Bay Area and attend an MMBA event. Natalie has participated in the last three MMBA Regattas, and helped show Nick's PEARL at Boat Show 2007. Natalie sailed aboard SEAWARD, another MMBA member yacht, in the Call of the Sea program they sponsor. Her letter says it all about her experience.

Mike Douglas



Dear MMBF

I would like to thank you for providing the means for me to enjoy the *Call of the Sea* program. Aboard *Seaward*, I learned a lot about sailing in general and a lot about myself too. This experience increased my love for sailing infinitely.

One of the biggest challenges I faced was getting up in the night for anchor watch. During anchor watch, I was forced to stay awake and alert, but it really wasn't that hard when you had a fun person to talk to during your two hours. During anchor watch, we documented the wind force, the ship's head, the position of three different bearings, and we checked the actual anchor chain to make sure it was okay.

My favorite thing to do was to work out on the bow-sprit. When I was out on the sprit I felt like I was getting a taste of what it was like to be a "salty sailor". I enjoyed watching the water rush by with nothing more than a few cables between me and the ocean.

I decided before going, that I wasn't going to waste a minute of this experience. One, because it was a chance of a lifetime and two, people such as yourselves believed in me and made this opportunity possible. I, therefore invested myself completely in the work of sailing. I found that the more I took initiative the more I learned and my experience was richer. The staff was wonderful. I had a lot of questions and they were patient to answer them. I didn't just want to hear about how things were done, I wanted to learn by doing them. If I had waited for others to ask the questions, I may have only learned about *Port* and *Starboard*. I was a little afraid to go about my week on board this way, I thought the staff might be annoyed with my questions and the other kids might resent me. I found, however, that people that want to teach are really happy when they have students that want to learn. Since I didn't act like a "no-it-all," my peers and I still had a good time together. I was surprised that they started looking to me to make decisions and give assignments for our watch. I learned that taking initiative empowers a person without having to be bossy.

When we were disembarking from *Seaward* at the end of the week, Captain Pamela offered myself, and my parents the "Sunset Cruise" to recognize my leadership and participation. It was fun to have my parents watch me work with the *Seaward* crew.

My week taught me so much about sailing I never knew, and about myself, and my potential. I will always cherish the week I had aboard *Seaward*. I offer you my sincere gratitude for making this experience possible.

Sincerely

Natalie Haines
Natalie Haines

Ocean Cruise and Oyster BBQ

Despite the marine weather channel's forecast of uncomfortable 10 to 12 foot seas at six seconds, along with 20 plus knot winds, five boats made the trip down – not up this year – to Half Moon Bay. They, along with many land cruisers, were greeted by a very friendly and welcoming group at the HMB Yacht Club. In addition to the superb oysters – not a single one remained – the club provided a very reasonably priced, and very tasty, Jambalaya dinner with an accompanying salad.

Making the trip by sea were **Idoneus, Inismore, La Sirena, Sequestor** and **Saltana**. This was the beginning of Glen Burch's trip down the coast to Mexico on *La Sirena* to join the rest of the Baja Ha-Ha group. Glen had an auspicious trip after being towed into HMB by the Harbormaster due to a failed engine. Warm water sailing sounds pretty good right now.

John Vincent

Repairing S/V Nimue's Decks

When American Marine, Kowloon, in B.C.C. Hong Kong built *NIMUE*, epoxy was not available for adhering fiberglass to her plywood decks. Since 1962 these decks have been exposed to the elements and recently I noticed small lifting sites with cracking of the painted surface. Advice was to grind and feather each site and then epoxy and glass patch each one. A big mistake! Since polyester resin is heat labile, heat from grinding made bigger holes to patch. Winter threatened to intervene. I had to finish this job and protect the exposed wood, not by patching.

I chose to remove all the old glass and epoxy new fiberglass to the raw plywood. First all deck fittings were labeled and removed - any idea how many? I stripped the old glass off using a 4" moderately flexible putty knife. The house and the teak toe-rail sit on the glass covering the deck, and must have been mounted after the deck was glassed over. To keep the glass fiber seals between deck and house intact, I left an inch of old glass at the edge before pulling the rest off in large



sheets. Soaking the wood deck and underside of the glass flap with epoxy, the flaps were then firmly held against the deck with small nails and thin 1/4" x 1" removable wooden battens. Waxed paper between the battens and glass flaps permitted easy batten removal after the epoxy set. Abrasive fairing of the now epoxied down edge of the flap smoothed the overlap where the new deck glass fabric will be epoxied over to keep all waterproof.

The deck was in great condition for its 42 years. It has two layers of 1/4 inch multi-layered plywood (Brunzeal I suspect) glued and screwed to each other and to the deck beams below. Chinese writing and measurement lines were on the plywood under the removed glass. The fiberglass lifting was due to heat expansion at some of the screw heads. There was some wood pitting from the bronze screw head corrosion. Epoxy fixed this. Water had permeated the backing blocks of the Merriman jib deck lead flush pad eye fittings and deck cleats further than surface damage indicated. I used thin Honduras mahogany Dutchmen to repair the damaged plywood layers then flush sanded the surfaces smooth. The cleats now stand on 1/2 inch (12 mm)

teak plates, well bedded with a good compound, back blocked with hardwood and a metal plate as well. Better than new, stronger too. I repositioned my bronze stanchions and added oak planking beneath the deck to strengthen the mooring cluster {windlass, mooring cleats (for further details please contact author)}.

Laying glass fabric is a trip. Timing is everything. I choose a laminating epoxy, slightly flexible when cured. Mix is 1:1. Slow setting types make it easier. I rolled small batches of mixed epoxy liquid onto the exposed, dried, cooled, and alcohol cleansed plywood. One layer after another of this expensive stuff is applied until it is smooth or your wallet feels the bite. I then allowed it to "kick" (cure). This hardened surface needs to be roughened for grip, first for the glass to adhere to the epoxy saturated plywood deck, again for the high fill epoxy primer used to fill minor irregularities prior to painting, and then roughened to prep for the painting. A 4" belt sander gives the proper "tooth," use a finer grit each step. Coarse for raw hard epoxy on bare wood, finer on the layered epoxied glass to prepare the accepting surface for the prime layer, and even finer grit for the high fill primer to grip the paint. Alcohol washes between each preparation remove dust, etc. After wiping with alcohol, the dried and roughened wood-epoxy surface is wetted with rolled liquid epoxy, carefully positioning and smoothing a yard wide sheet of woven light fiberglass, pre-cut to approximate deck width, onto the sticky epoxy, which helps hold the glass in place. Athwart-ships layering seemed easier than a lengthwise application. A long stiff wood plank between toe-rails allowed me to climb over the surface being worked. I poured, spread and rolled more epoxy into the fabric to create a saturated surface. You do not want the glass to lift and float. Remove any air bubble voids using a thin flexible plastic spreader, light pressure, and not too much epoxy. At the joints after it firms cut with a razor type tool, without creep. A box cutter is perfect. Follow (after curing) with a second layer after prep



before

sanding and alcohol wipe. I decided on sand for nonskid. I did not use epoxy to seat the sand. I may want to change a pattern and paint is just so much easier to peel.

A fine consistent commercial grit works well, ~ 60-80 grit sandpaper; beach sand if you have the patience to sieve it. 2-3 coats, lightly sanded make a slick shiny surface. To apply sand use a 1 lb coffee can with a plastic screen wired to one open end to sift and allow a controlled application. With masking tape protecting the shiny "water run off lines" lightly sand the exposed shiny paint. Roll fresh paint onto the deck areas. Lightly cover the wet paint with sifted sand. Put on less than you think or it will clump. Just cover the paint and then move back. Leave it alone. Don't touch it. It'll be OK. Alternating painted areas makes this job neat, easy and fast. After finishing each taped off area, blow the loose drifted sand back onto the wet areas, away from the direction you are going to paint next. The skipping pattern avoids any chance of sand getting into the paint roller. Wait a day to dry. Vacuum carefully to suck up the excess loose sand. It is surprising how well the sand adheres to paint. The first top paint coat should be well thinned and lightly rolled to avoid picking off any looser sand particles. Do it again with non-thinned paint, and again, until the non-skid grit is right. Carefully pull the tape and ... you've got a waterproof and stronger deck. Once the surface paint is worn off the sand particle tips the grip improves. The color will be affected by the sand's color. This may affect your color choice. Choose a lighter one to keep your feet cool.

Reinstalling all the deck fittings is a task in itself. Congratulate yourself if you were patient and intelligent enough to tape nuts and bolts to their respective parts when you removed them, and labeled all the fittings accordingly. One learns! The entire job seemed to take forever. My tan is Caribbean quality though. Ibuprofen helps the aches. I now have a very attractive and better laid out deck. Now I need to start sailing or I will soon go crazy!



James Koss

To get more details about this repair and how James Koss repaired the cockpit of Nimue go to our website, www.mastermariners.org or email mastermariners@yahoo.com for a pdf copy of both articles.

Farewell from the Editor

This is my last issue of the Shellback. I have decided to let someone else take the helm. It has been an interesting activity being part of the MMBA organization. When we and Dutch (see right) first became members of MMBA, Bob Rogers (then Commodore) asked me to be Editor and since then I have produced, folded, labeled and stamped copies to you all, with the help of my husband Dick and Nicholas –who many of you will remember as a small boy visiting your boat at the regatta or show. Now he's about to head off to college! Putting out the Shellback is an interesting occupation and easier now with improved technology.

Frances Dugdale



"Dutch" photo by Mariah's Eyes

Miscellaneous Musings from Snug Harbor

Well, lots of things have been happening in the last few months, so many it's been impossible to be in two or three places at once, no matter what your hull speed is. The end of summer brought us China Camp, Chickenship, a cruise to Half Moon Bay and the Jessica Cup. In addition to these fun events, the Bird boats celebrated their 85th anniversary at the San Francisco

YC. RC Keefe started the evening with a slide show of classic photos of SF Bay sailing. During dinner, I enjoyed the stories of how these boats have touched the lives of people who have owned and sailed them for decades, especially hearing how one former owner of Petrel was able to arrange with Pierre Josephs a surprise gift to his Mother for her 90th birthday – a sail on the boat she had owned many years ago. It brought tears to my guest's eyes. And another notable comment (that I can't quite repeat here) brought a roar of laughter, comparing how a Bird sails to an IC. The Spaulding Wooden Boat Center (www.spauldingcenter.org) had a gala celebration recognizing its founders and supporters at the end of September (see article). The Tall Ship Education Academy (www.tallshipacademy.org, which runs the tall ship semester for girls program that we also support) had its annual benefit at the SF Maritime's visitor center and had a good turn out and catchy name, "Red Wine and Rubber Boots" – (which probably came in handy if someone bumped your glass). Our longtime member and musician, Skip Henderson of AIDA, had a CD release party recently for "The Poet & Pirate Overtures." The evening was so enjoyable that it lasted in to the wee hours and he had a group of us all singing chanteys with him by the end.

PEGASUS, another member vessel, had its annual award ceremony at the Berkeley YC and christening of a wood dinghy that the participating students built over a two month period. The Pegasus Project (www.pegasusvoyages.org) regularly takes East Bay youth out to teach sailing and marine science. If you would like to volunteer, please contact Peter Hayes, peter@nautilus.org. Not long ago I was out sailing with a friend and said, "Hey, isn't that your old boat?" Sure enough it was the FC "VIP" on a bright, crisp day heading to a race in the south bay. We followed and

took lots of shots as she was looking great. Her owner, Don Taylor, is another keen supporter of TSEA often taking the students for sails. Looking beyond the bay, Glen Burch and LA SIRENA made their long planned cruise south, first stopping at the Half Moon Bay cruise in, and winding up celebrating Thanksgiving in Isla Isabella with his new Baja Ha-Ha buddies. At last report he had moved on to Mantamchen Bay. But it can't be fun, fun, fun all the time – I found Margie Siegal working on HUCK FINN's masts recently, and M'LADY getting some caulking. Looking forward, Steve Barber (member, sponsor – and multiple wood boat owner) alerted us to the continuation of the McNish Classic which will fall on August 2nd next year, and he is helping to arrange a talk and book signing at SWBC early in the year by Jack Sutphen who was

key behind the scenes in Dennis Connors AC campaigns and has been racing Kettenburgs for many years. Also next summer I am helping with some of the Summer Sailstice (www.summersailstice.com) activities at TI Cove and am hoping we can get a good raft up there the weekend of June 21-22, more details to follow. Lastly, if you are a new member and don't have a photo of your vessel on the MMBA website yet (or would like to update the photo), please email a JPEG to me at mastermariners@yahoo.com. See you New Year's day!



Birds 85th Anniversary - MAVIS



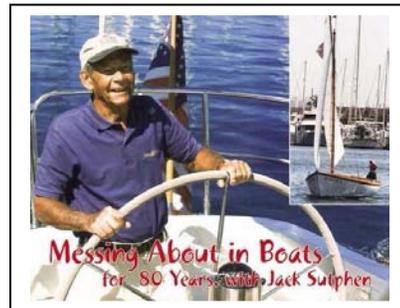
Pegasus students 2007



LA SIRENA, Sta. Barbara

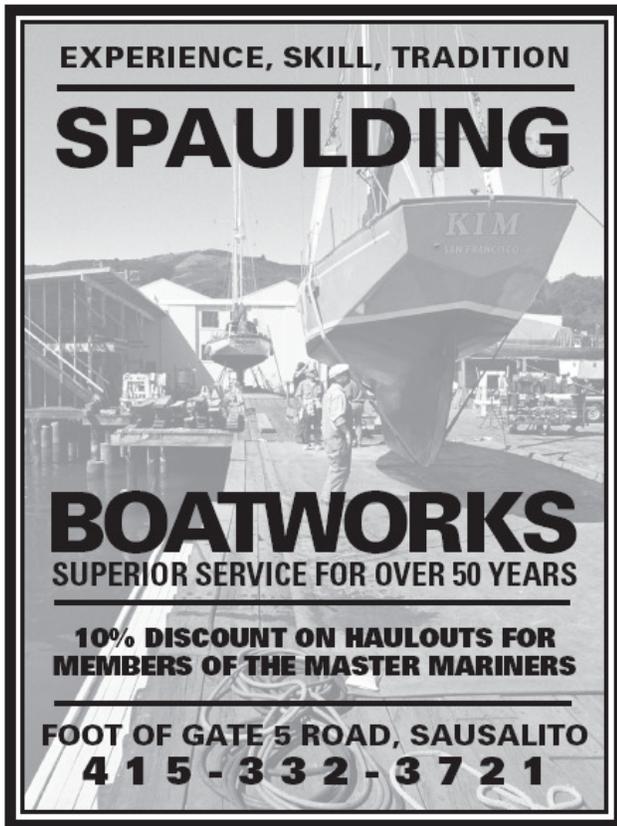


TSEA crew 2007



Ariane Paul

NEWS FROM THE SPAULDING CENTER



EXPERIENCE, SKILL, TRADITION

SPAULDING

BOATWORKS

SUPERIOR SERVICE FOR OVER 50 YEARS

10% DISCOUNT ON HAULOUTS FOR MEMBERS OF THE MASTER MARINERS

FOOT OF GATE 5 ROAD, SAUSALITO
4 1 5 - 3 3 2 - 3 7 2 1

SWBC Reception – On Sept.29th, the Spaulding Center hosted a reception to welcome the Arques School of Traditional Boatbuilding, which will be moving into the Center this spring. 200 people enjoyed seafood from FISH Restaurant and wine provided by Dry Creek Vineyards and Diageo Chateau and Estate Wines while looking at the incredible progress on restoration of the 1885 gaff-sloop, Freda.

The most important news, of course, is the MMBA \$12,000 contribution to purchase the planking Freda (the single largest Freda donation to date). At the reception, Spaulding Executive Director Mark Welther gave a hearty “Thank You” for this tremendous gift, which will allow the planking to be purchased now so it can dry for a year before installation. Arques Director Bob Darr and MMBF President Craig Swayne are currently working with Mike Casassa of Beronio Lumber to purchase Freda’s Douglas fir planks.

The Spaulding Center also has 4 notable programs in the works for 2008: The Marin 4-H program, with an assist from MMBA’s Richard Ponzio, is planning a year-long small boat building and sailing project for local high school students. Volunteer Craig Southard (a Wooden Boat School grad who just purchased Richard’s Ragnarok) will be coordinating the project.

The 1906 gaff-sloop Polaris, winner of the 2007 MMBA Regatta (G2 Division), is hauled out for maintenance in preparation for taking these and other young people sailing and for free public cruises. Polaris completed fourteen cruises with eighty-four passengers in 2007. SWBC plans to make her a regular at all MMBA events in 2008.

The Spaulding Boatworks remains the place to haul out your boat for repair and maintenance, if it is twelve tons or less, Spaulding will give you high quality service and an MMBA 10% discount on haulouts. Save the Date: MMBA Barbeque at the Spaulding Center, Saturday, June 28th!

Mark Welther

Notices & Ads

BOATS FOR SALE:

Mistress II, Farallone Clipper

California native built in Stockton and had considerable care and work over her 55 years. Many new frames, floors, a bronze refasten, new main sail and much more. Her bottom was done this spring. I would be willing to support the buyer by answering any questions or attending her first haul outs. This is to assure the buyer gets on the right track as far as costs & matching products and techniques. She is being replaced with a larger wood vessel. Her small Yanmar diesel runs fine (no smoke). Master Mariner member vessel for many years with several regatta champion wins. A survey can be made available and insurance as well. Since I am an MMBA member I am offering her at a discount within our group from the asking price of \$36,000. Call Will at (925) 565-7834.

Holiday L-36 (hull #2)

Berthed in Long Beach, CA (Shoreline). We would really like to see she gets a good home. If you know anyone in So. Cal. looking for what we believe to be the oldest living L-36, we would like to hear. Contact: Dave Wood, (818) 535-3680 home, (213) 989-4393 off

Events of interest (non-MMBA):

SWBC – talk & book signing by Jack Sutphen –
Feb. TBD

Summer Sailstice – June 21-22

McNish Classic, Sat. Aug 2 – Pacific Corinthian YC
Channel Islands Harbor (Oxnard/Ventura)

www.mastermariners.org

MMBA voice mail: (415) 364-1656

In this issue...

Coming up:

- New Years Race

Recent Happenings:

- Jessica Cup Results
- Chicken Ship Cruise
- China Camp photographs
- Half Moon Bay Cruise

and more:

- Commodore's Notes
- Alma's Masts
- Musings from Snug Harbor
- News from Spaulding Center
- Repairing Nimue's deck
- Announcements / Ads

MMBA 2008 Events Calendar

January 1	New Years Race	<i>Pt San Pablo YC</i>
March 29	Spring Potluck	<i>Aeolian YC</i>
May 16	Sponsors Lunch	<i>St. Francis YC</i>
May 24	Annual Regatta	<i>Encinal YC</i>
June 28	MMBA BBQ	<i>Spaulding Center Sausalito</i>
July 12	Annual Meeting	<i>Corinthian YC</i>
July 13	Wooden Boat Show	<i>Tiburon</i>
July 23-27	Tall Ship Festival	<i>SF Bay</i>
August 8-10	Chicken Ship Cruise	<i>Petaluma YC</i>
August TBD	China Camp Sail-in BBQ	<i>China Camp</i>
September TBD	Offshore Cruise	
October 18-19	Jessica Cup	<i>St. Francis YC</i>



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Happy Holidays and Goodbye from the Editor

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