



The Shellback

Since 1867

December, 2008

Hans List, Editor
& Ariane Paul

New Year's Day Race Chili Potluck & Tacky Trophy Exchange *Thursday, January 1, 2009*

The MMBA's New Year's Day race will start at South Hampton Shoals with the "house" as one side of the starting line and the schooner AIDA as the other end listening to Channel 72, and will finish at the Pt. San Pablo Yacht Club in Pt. Richmond. All participants and attendees will then enjoy our traditional chili potluck followed by a bit of razzing each other as the hotly contested and sought after "tacky" trophies are awarded. Don't forget to dust off the ones you've won in years past and bring them along to foist them off on another unsuspecting soul.

Check in to AIDA or stop by anywhere near 10:00 AM for the start of the race. Plan to circumnavigate RED ROCK before heading to the finish. Play the tides or the wind and go in either direction. There is a small outgoing tide that day. 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 yacht club. 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.

Marconis bring chili & bread, Gaffs bring salad & dessert

Start the new year right, GO SAILING!

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

From the Quarterdeck

Like all of you the MMBA Board is now looking toward the future and planning for next year. With that in mind many are taking on new assignments and responsibilities to make sure our events and other activities run smoothly and seamlessly for your maximum benefit and enjoyment. Here is a list of who will be doing what:

Ariane Paul, Vice Commodore, will continue to lead our Sponsorship Program, update our website, and manage emails and phone calls. Her new assignment is Regatta Intern in preparation for the chair position.

Patti Henderson, Rear Commodore, will be responsible for our New Year's Race and will continue to provide assistance managing our apparel and merchandise at our various events. She will take on the Sponsorship Intern position starting in 2009.

Bill Belmont, Director, will manage the Boat Show, the Ocean Cruise and will continue as our PICYA Representative.

Dick Wrenn, Director, has returned to the board and is taking on the Membership Chair responsibilities.

Hans List, Director and newest Board member, will be responsible for publishing the *Shellback* and, after a successful event this year, again run the Chicken Ship Race.

Dee Dee Lozier, Director, will take on the Regatta Chair responsibilities and will continue her efforts arranging the Spring Potluck and China Camp events.

Al Lutz, Director, has primary responsibility for our Ship's Store and, as always, will play an instrumental role setting the Chicken Ship and China Camp dates.

Terry Klaus, Director, will head up our Skippers-Sponsors Luncheon at the St. Francis Yacht Club, the post-regatta festivities at the Encinal Yacht Club and continue organizing the Jessica Cup.

Mike Douglas, Staff Commodore, continues on as our invaluable Treasurer.

John Tucker, with two successful years under his belt, has agreed to continue on as the Trophy Chairman for another year.

Dennis Brewer has joined us and become the Board's Secretary.

We can all be thankful that those above are willing to dedicate their time and efforts to make the Master Mariners a successful organization. For all of you that will inevitably chip in and volunteer to help out at our events next year please accept my appreciation and thanks in advance.

On another note, our Foundation recently asked the Board if there were any worthy scholarship applicants. Unfortunately we have had none recently and so I would like to get the word out. If you know of any young men or women interested in pursuing a traditional maritime education we would like to hear from them. This can include on-the-water seamanship training on a tall ship such as the *Lady Washington* or the privateer *Lynx*, or a pursuit in traditional boat building such as at the Arques School. Talk to your family and friends and, if you know of a worthy candidate, please contact me so I can help get the application process started.

Speaking of our Foundation, the Board, on behalf of all members, made a \$350 donation to the Foundation's Scholarship Fund in honor of Bob Griffiths and his contributions to the Master Mariners. Bob unselfishly shared his extensive maritime skills, brought his welcome dry, ironic sense of humor to our gatherings and was instrumental in making the L-36 class sloop an active one-design fleet in our annual regatta.

Checkout our new events calendar for 2009 and enjoy reading the remainder of the *Shellback*. Remember, we would like to hear from you, so I encourage you to contribute to a future *Shellback* by sending in an article electronically. Your text can be in the body of an e-mail or, alternatively, as an MSWord attachment. Send photos by mail or as an e-mail attachment. Send your articles and photos to: mastermariners@hotmail.com



Happy Holidays



John Vincent
Commodore

2008 Boat Show Review and Remarks for Next Year

In discussing boat show trophies, it is necessary to point out that there are only a few trophies and many deserving vessels. Therefore, except for the People's Choice Trophy (awarded by vote), the two trophies awarded by the judges are always awarded to vessels that have not won in recent years. The boats that win the trophies at the boat show usually are covered with gleaming, meticulously applied varnish. The boat show had a couple of surprises this year.

The "People's Choice Trophy" was a three-way tie. If memory serves me right, it went to Simpatico owned by Tom McGowan, Polly, owned by William Stucky, with beautifully varnished decks and Stroma of Mey, owned by Dee Dee Lozier an always kept bristol.

The "Corinthian Cup", which is also know as the "sweat equity trophy", was earned by Tim Murison, for his ongoing restoration and rebuilding of Bolero, a sleek 44' Island Clipper class vessel, built by Fellows & Stewart in Wilmington California in 1946. Tim, who is a professional sailor and often lives aboard, has sailed the vessel far and wide and has customized the boat to his needs.

The "Stone Cup", awarded for the best maintained and or restored vessel went to Gold Star, a 46' Schooner, that was bought unfinished in 1962 by Lawrence and Margaret Cullen and completed and maintained by Larry. Larry, Margaret and son Jim have sailed her to Mexico and Hawaii. They also made many trips to Alaska. The judges agreed that she looks ready to start for Alaska tomorrow with her custom made fittings crafted by Larry and her new diesel. Few vessels have had the same loving maintenance from one family since 1962.

The board of the MMBA has decided to add two new trophies for the 2009 Boat Show. Terry Klaus is searching for the actual trophies. They will be for the Best Boat under 35' and the Best Boat over 35'.

Dick Wrenn



Bill Bodle presents STONE CUP to Larry & Jim Cullen of GOLD STAR

Sequestor - "Chasing Norbert"

On Sept. 15th our lovely little Tahiti ketch 'Sequestor' finally departed on her first blue-water voyage, 68 years after being built. My fiancé Sophie and I decided we should make the trip alone, as a sort of premature honeymoon. Thankfully, we've now returned even more fond of each other and our stout little boat.

Our trip took us south along the coast with a few different stops before heading out to the beautiful Channel Islands. There we found countless obscure anchorages with sandy beaches and crystal visibility below the boat. We were very grateful to have Chairman Bob's memoirs which we found to be very accurate. We spent a couple weeks island hopping before continuing down into Mexico.

Once in Mexico, we realized that without any cell phone service or SSB radio we were 'sailing in the dark' as far as weather forecast. This certainly didn't stop us though. We sailed south and anchored behind a few different islands before the weather started to really pick up. By the time we finally sailed into Turtle Bay, we found out that the center of hurricane 'Norbert' was only about 150 miles south of us. We rode out the gale there, for almost a week, before deciding to start the uphill battle.

The trip north was pretty much as you'd guess...extremely wet and tiresome. Our auto-pilot developed a mind of it's own after it filled with water which rendered it useless. I did manage to rig a nice self-steering system though, which allowed us to rest a bit more and make any course corrections from down below. Pumping the bilge became one of our common pastimes in order to keep our feet dry.

Once we had reached U.S. waters, we checked in at San Diego for a night and then sailed up to Newport to meet some friends. From there, we happily left the mainland to go spend some more time out at the islands. While on Santa Cruz, a strong Santa Ana blew in without warning. We managed to pull into Potato Bay and ride out the 48 hour gale there. We had such a good time on Santa Cruz Island that we stayed in almost every anchorage.

After leaving the islands, we headed up to Coho for a night before taking the early morning tack around Conception. The last leg of our trip turned out to be fairly calm and very foggy. We sailed back under the Gate on Oct. 30th completing a trip of over 2,000 miles. Furthermore, we returned still engaged and very proud of our little Tahiti...Go Sequestor!

Hans List



JESSICA CUP 2008

October saw another exhilarating Jessica Cup hosted by the St. Francis Yacht Club. Twenty-three classic yachts over 30' LOD entered the two day event and raced in five different divisions. About 90 attended the Saturday night dinner, and all had a great time. 1st place of each division went to:

CREDIT – Farallon Clippers;
YANKEE – Gaffs; LEDA – L36;
SANTANA – Marconi 1; SUNDA –
Marconi 2

Full results at this link:

<https://event-manager.compete-at.com/Manager/download?inline=false&fileid=b4CWL1224964734886>



Ken Inouve & Suzanne List on *MAKANI KAI*

The most excitement this time around came in the gaff division as described below by Sam Collins, the Deck Captain of Yankee in her race notes to the crew:

For those of you who have not heard, Yankee took first place in the Jessica Cup Gaff Division. But it gets better than that.

Saturday was two races, and one race on Sunday. John Collins Skipped and Mike Ratiani with Lexi Ford called Tactics. We sailed a great first race on Saturday, took first and beat Brigadoon by about 3-4 minutes. We had an even better second race start and were well ahead of Brigadoon at the 4th mark. It was a starboard rounding and we decided to jibe. The sails were pulled in tight and we did a nice tight turn, but as the wind caught the sails we heard a horrible ripping/flapping noise. As I looked up I saw our beautiful new sail all loose and I thought, "darn, the sail freed itself from the gaff", as I continued looking up I saw half a splintered and split telephone pole hanging from the halyards and I knew, "oh my gosh, we snapped the gaff". With no hesitation the crew jumped to action and safely pulled down all the sails. We powered in knowing we would take 4 pts. for a DNF (did not finish) and 1 point for our first place on the first race.

We discussed trying to fix it and race on Sunday and came up with several ideas.

After docking we headed in to St. Francis to say hello to everyone, and we were told that Brigadoon also received a DNF on the second race... They apparently missed the last mark, and did not realize it. This put us one point over Brigadoon and we knew we needed to get out in the morning and finish the race. John Collins and Melo Tabudlo met at our house with the broken gaff at about 7:30pm (we had already gone to Home Depot to buy wood). They worked for a solid 3 hours and built from two douglas fir 2x6's and plywood a gaff for the Main sail. It looked solid, but we were a bit worried about the weight.

We headed to the club in the morning, and with the help of Matt Ilhe, Mike Ratiani, and Marc Herrenbruck we completed shaping and fitting the gaff.. After attaching the sail, John had the good sense to paint on the



“Home Depot Racing” AKA YANKEE

sides "HOME DEPOT Racing" He even painted a Bar Code. Paul Kaplan from KKMI and Santana took a look and blessed the work.

We had an AWESOME start and took Brigadoon by at least 4 minutes. The crew was thrilled, and the carpenters were even more thrilled. Rumor is that the domino room of the St. Francis was buzzing about the "Home Depot Racing" fix before we even left the dock.

We headed in to the trophy ceremony. Turns out (we did not know this) that Yankee had never taken first in the

Jessica Cup. Furthermore, the perpetual trophy is the "Yankee Cup"-awarded 75 years ago to the Yankee. So we walked in and Rose O'Neal and John Collins accepted the Yankee Cup for the first time in a long time!

(photos by Ray Riess, MAKANI KAI crew person)

New Members – Welcome!

Please welcome John Coulson to the MMBA. He recently bought Duchess a 26’ Sea Bird yawl from MMBA members, John & Anne Tucker. Sea Bird Yawls, were made famous by Tomas Fleming Day the editor of Rudder Magazine. He sailed one across the Atlantic to prove that the little boat was stout. Duchess was owner built in 1939-40 at the San Pedro Boat Works. Being hard chinned, she stand up well to the winds of San Francisco Bay.

Dutch has been bought by Steve Hutchinson from MMBA members Richard & Frances Dugdale, who campaigned her in the Annual Regatta for many years. Steve is a boatwright and sponsor of the MMBA. He plans to do some major work on Dutch and has recently procured a copy of the plans from Mystic Seaport. Dutch is a 37’ Gaff Yawl, designed by Ralph Winslow and built by Henry Busstar in Oakland in 1933. She is very heavily built with a displacement of 33,000 lbs.. Steve is a very experienced boatwright who is always happy to share his knowledge of wooden boats.

Please welcome Fred & Hilary Anderson to the MMBA. They own the 1961 folkboat Filur that Fred has set up for racing. Fred is an accomplished cabinet maker and boatwright, and the boat shows Ragnarok has been renamed Bella by her new caretaker Craig Southard. The pretty 30’Herreshof ketch has quite a history in the MMBA and has, in former years, cruised to Mexico and Hawaii. That’s a lot of water for a 30’ boat. Please welcome Craig to the MMBA.

Dick Wrenn – Membership Chair, (Aug. 2008)



ANDREW MULLIGAN

PS – Stephen Canright of the NPS Maritime Museum/Hyde St. Pier is another new member with the ANDREW MULLIGAN, joined after the above the article was written.

Chicken Ship – Petaluma’s 150th Anniversary



Hay bails strike a memory with ALMA.

Our annual Chicken Ship Regatta/ Petaluma River Cruise back in August turned out to be a great time. The entire downtown area was filled with people celebrating Petaluma’s 150th

year. We had a turnout of seven Master Mariner boats that showed up including the Alma, who looked especially at home with her hay bail fenders that drifted in with the tide. With the addition of all the beautiful vessels from the Classic Yacht Association and some from the TSCA, we had a great spectrum of old wooden boats. The music was great and filled the turning basin most of the weekend. On Saturday night we had a potluck dinner that was graciously held by the Petaluma Yacht Club and attended by all wooden boat owners and crew. Following dinner that

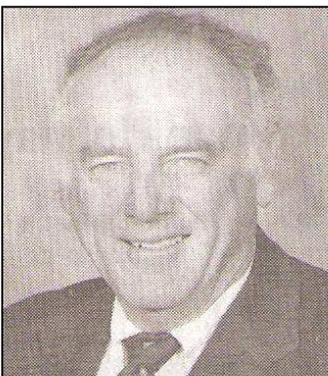


SALTANA at Petaluma Chicken Ship cruise

evening we had our own little dock party and handed out some appropriately tacky trophies for everyone’s efforts to make the trip up the river. On Sunday there was a casual boat show held on the docks followed by the entertaining blindfolded rowing races. All in all, it was a good time with great weather and even better company. Special thanks to the Petaluma Yacht Club for having us and all who attended.

Hans List

EIGHT BELLS ~ Patrick Joseph (Bud) Kirrane



Avid sailor, yacht broker and Bird Boat Owner Pat Kirrane crossed his final finish line on October 28, 2008. He passed on due to complications with pneumonia. He was 87 years of age.

A sailor since youth, he was a member of St. Francis YC which he joined in 1948: a member of San Francisco YC since 1956, serving as Commodore in 1965 and 1966. He was also an active member of MMBA.

A Navy Veteran of WW II, he returned to California after an extended stay in the Veterans Hospital, he returned to California to operate his marina and yacht brokerage in Alameda.

In the 1950’s he moved to Marin and developed the San Rafael Yacht Harbor. I’m sure many of you have visited Bill Garvey’s Boat Yard or the Kermit Parker Yacht Brokerage that was located there.

Pat was a gracious and generous person. MMBA and the entire wooden boat community of San Francisco Bay is going to miss Patrick Kirrane.

Mike Douglas

BREST 2008



The traditional boat festival is held at Brest and Douarnenez every four years. Pat and I have gone regularly since 1996. This years announcement said "25 countries, 15,000 sailors, 2,000 boats, 7 days of festival" and I should add over one million visitors. Participants ranged from a five-mast steel German Cape-Horner (now a Russian school ship) to Vietnamese open boats.

Now, these boats didn't just lay at the dock to be gawked at; they went out in the bay and sailed every day (even the 5-master) and as they came in, we saw sail-handling we

hadn't seen before and some landing under sail that was dramatic.

For us, the most fascinating were the many restored and replicated French sailing fishing boats from the 19th and early 20th centuries. Handsome and fast, bisquines, langoustiers, thoniers, chasse-marées, sardinières, some actively sailing in the bay and around the harbor, others with photos of construction in process and requests for donations.

Gene Buck, OUESSANT

LA SIRENA's latest blog post (<http://goletasirena.blogspot.com/>)

It is a dark, cloudy day in all of Banderas Bay. It rained about 0400 this morning and the overcast has remained.

I was sitting inside a while ago watching the news on CNN, the election is coming up, and the stock Market is in a nose dive. Lots of retirees will suffer if things don't change.

Looking out at this dark overcast sky, with the wind blowing the trees and a surge running in the bay and harbor one expects it to be a cold fall day. It is not, the temperature in the boat is 88°f, The humidity is up and I'm sweating as I type.

Hurricane Norbert is south east of us, on it's way up the coast and is contributing to the wind, surge,

and overcast. It is predicted to pass us and then curve right to hit Baja California somewhere north of Cabo.

It is now 1644 and the rain has started again. We went a week without rain and folk were starting to say the rainy season was over. Guess it isn't yet.



Glenn Burch, LA SIRENA

PLEASE NOTE: The Sponsors Directory was passed out at the boatshow and is available online on our sponsor page:
www.mastermariners.org



CHORUS at boat show



2008 Spaulding / MMBA BBQ



Launch at Summer Sailstice boat building contest



Paul Plotts presents Dennis Connors with winner's spoils, a bottle of rum, at the 2008 McNish Classic

WANTED:

Looking for a wooden Knarr or Folkboat, or an 8 meter wooden yacht to purchase. Must be sail-able/Open to shared ownership

Ann Meredith, (415) 789 5396, (415) 623 9048,

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Offshore cruise goes inland, potluck at PtSPYC

In this issue...

Coming up:

- New Year's Day Race & Chili Potluck

Recent Happenings:

- Jessica Cup
- Petaluma 150 Anniversary Cruise-In
- Summer Activities & Photos

and more:

- Commodore's Notes
- 8 Bells – Pat Kirrane
- Sequestor's Mexico Trip
- Sponsors – *database online!*

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 20</i>	Annual Meeting	<i>Corinthian YC</i>
<i>June 21</i>	Wooden Boat Show	<i>Tiburon</i>
<i>July 18</i>	SWBC-MMBA BBQ	<i>Sausalito</i>
<i>August TBD</i>	Petaluma Cruise	<i>Petaluma YC</i>
<i>August TBD</i>	China Camp Sail-in & BBQ	<i>China Camp</i>
<i>Sept-Oct TBD</i>	Offshore Cruise	<i>TBD</i>
<i>October 17-18</i>	Jessica Cup	<i>St. Francis YC</i>



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Director	Al Lutz	(415) 561-7180
Director	Dick Wrenn	(510) 654-7704**
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Trophy Chairman	John Tucker	(510) 215-6620
Secretary	Dennis Brewer	(415) 252-9491

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

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