



The Shellback

Since 1867

February, 2002

Frances Dugdale and Ariane E. Paul, Editors

GET YOUR BOAT READY !! SPRING POTLUCK IS SOONER THAN YOU THINK *March 23, 2002*

The **POINT SAN PABLO YACHT CLUB** (in PT. RICHMOND) will host the seventh MMBA spring sail-in and potluck. We urge you to come by boat, easy access and lots of room to raft up or anchor out. Overnite if you like. Our speakers for the evening will be Alison Healy, the Director of Sail San Francisco which is coordinating the Tall Ship Visit Aug. 28-Sep. 2, and Mike & Sue Proudfoot telling tales of Farida's trip up to Alaska and back.

Plan to arrive around 2 pm when the bar opens, dinner at 5 pm

Marconi's bring entree (for 6 or more) and *Gaffers* bring salad and bread and butter.

MMBA will provide dessert.

Our Boat Registry and t-shirts (from prior years) will be on sale. Master Mariner Regatta invitations will be handed out.

To facilitate tie-up if you are coming by boat, please leave a message for John Tucker (see below). Also let him know if you want to stay overnite (there is a \$25 refundable key deposit).

Directions:

BOAT Enter the "Point Potrero Reach" at Point Richmond (just west of the Red Oak Victory) and continue to the left. The Club is at the head of the "Santa Fe Channel". The club will monitor channel 68 starting at 1 pm.

LAND YACHT Exit highway 580 to Canal St., Go south to Cutting Blvd, then east one long block to PSPYC (700 S. Cutting).

MMBA Hosts: John and Anne Tucker
h 510-215-6620, jtucker903@aol.com

Call for further information--volunteers for cleanup are appreciated.

SEE YOU THERE.

PS: The Red Oak Victory is open from mid-morning to mid-afternoon for a \$5.00 donation.

DON'T FORGET.....2002 Membership Renewal

Please mail your membership renewal of **\$60.00 (regular and cruising) or \$30 (MMBA friend)** payable to "MMBA" (write the **name of your boat** on the Notes section of check) to:

Jeff Stokes, MMBA
Membership
Chairman
319 Strand Avenue
Pleasant Hill, CA
94523

Also, if your address has changed, please indicate your new address on a note to Jeff so that the database will be updated. THANK YOU! Another year of great fun and great people lies ahead.

From the Quarterdeck

The rains of December have given way to the cold of January, but despite predictions of the Storm of the Century, January 1st dawned with light winds and scattered showers. As race committee, I had followed the weather reports all weekend thinking up alternatives for starting the New Year's Day Race, including just sitting in my car and honking the horn from the parking lot South of the St. Francis. But alas, the day was not that bad, so out of the berth we went. And surprise of surprises, what did my bleary eyes behold but several other Master Mariners already out enjoying the day. By 11:45 the intrepid fleet had all cleared the rabbit start, except Spirit, and was actually sailing toward Richmond. What a delightful way to start the year. Look for results and highlights elsewhere in this Shellback.

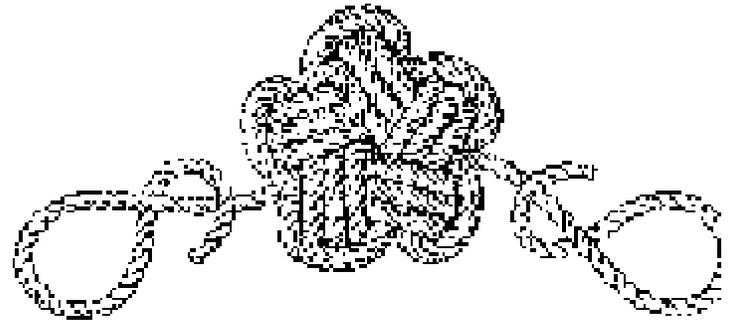
Of course with the New Year also comes MMBA's heaviest commitment of resources. Committees have been formed and our thoughts have quickly shifted from the lighthearted fun of the New Year's Day Tacky Trophy Exchange toward the Spring Potluck, the Sponsors Program, the Regatta, and the Annual Meeting and Boat Show. What a schedule! But remember these events only happen through the dedication of all our members, those who volunteer and those who participate. So if your yacht is laid up for a while don't despair, VOLUNTEER. As I focus on the tasks of the next six months, I also must reflect briefly on my past year and a half as Commodore. While much has been accomplished, I also must reflect on the state of our Treasury and that reflection does not look good. Expenses have been on the rise and we have tried to hold fees constant. While desirable in theory, this has not been working, as you will read in Mike Douglas' article (Treasurers Report), MMBA has been operating in the RED. To ensure MMBA's future and the events we have come to enjoy, the Board after much debate, approved a dues increase for 2002. I wish it did not happen on my watch but it did.

On a lighter note, the Tall Ships are scheduled to return to the West Coast and the Bay Area on August 28-September 2. The Class A vessel turn out is expected to be larger than in 1999. Once

again the Bay Area Yachting community and MMBA have been asked to participate. So think about what you want the MMBA to do. Bring your thoughts and ideas to the Spring Potluck for discussion. Before MMBA commits as an organization, I would like to be sure everyone is on board with what we are doing. As you will note, the days the Tall Ships are in the Bay Area coincide with our normal Labor Day Weekend event so look for changes and announcements in future Shellbacks regarding this special weekend.

See You on the Water
Bob Rogers
Commodore

New Shellback Editor



Frances Dugdale (Dutch) has taken over the editing and production of the MMBA Newsletter, the Shellback, to let Ariane Paul use her time to keep the MMBA Website up-to-date.

Please contact Frances (fwilkers@sfsu.edu, 415 338 3519) if you have material (articles or notices) that you would like to have included. Material for the next issue needs to be submitted by 6th April 2002.



MMBA New Year Race and Chili Cook Off

New Year's Day dawned gray and ominous, but not nearly as bad as the weather forecasts had led us to expect! SPIRIT got a bit of a late start from RYC under power (not our best point of "sail" by far), and chugged against the flood current toward the starting area off St. Francis. While we were some distance away, we saw the other intrepid mariners milling about the committee boat, Bob Rogers' SUNDA. We saw smoke rise from SUNDA, and realize exactly how late we actually were for the race!

From our distant vantage point, it looked as if Mossie Estelle got the best of the light-air start, followed across the line by Farida, and the single-handed Lara. The flood gave the boat most of their speed as they drifted east toward Alcatraz, trying to make the best of each little catspaw of wind. SPIRIT ignominiously brought up the rear of the fleet.

The wind began to try to fill in from the southeast, and Farida made the best of the new wind with a very large and colorful reaching spinnaker. By this time SPIRIT had worked back close enough to the fleet to be able to read sail numbers (with binoculars, and set a 3/4 oz. chute as the southerly filled in. Mossie Estelle also set a chute, and the run to Richmond was on. A little rain fell on the fleet, but mostly the sailing conditions were very pleasant! Light-air spinnaker trimming was the game on SPIRIT, as Michael steered up in the lulls, down in the puffs, and Annie and Steve trimmed afterguy and sheet.

Farida was very smooth and stately under the light breeze, sliding gently through the glassy gray water past Southhampton as SPIRIT got through to leeward. Mossie Estelle held the leeward position on the fleet as they approached the Richmond breakwater, and looked very solid to reach up and cross the bows of the fleet.

Unfortunately, this humble correspondent on SPIRIT had failed to bring the race instructions, and SPIRIT, leading the fleet at this stage, neglected to round the final mark of the course.

The rest of the competitors must have had enough of the light air fun, they followed SPIRIT into the Richmond Yacht Club harbor.



Pictures by Dee Dee Lozier

A wonderful pot-luck meal of chili, salads, desserts, and all kinds of delicious food was prepared by racers and overland Mariners both, and the Tacky Trophy Award Presentation went off with great hilarity. There were encore appearances of several trophies from previous years that seemed to want additional exposure. Commodore Rogers suggested that each trophy be inscribed on its base with the year and boat winning the coveted items, so that a history can be preserved

Four boats participated, with no definitive winner since no one completed the proper course, but the sequence in which the boats came in to the dock:

Spirit

Mossie Estelle - Bob Cart and his crew Ron

Lara - single handed by Lance Buckley

Farida - Mike & Sue Proudfoot with Tom

Bamberger as crew

Lara managed to give away the Wizard of Bristol memorial tacky trophy (1960s hair dryer and curler set) but received the wench winch (surprised Mike Proudfoot gave it up!)

Land Cruisers

⚓ Glen Burch and Martha - La Sirena

⚓ Tom Bamberger - Salty Dog

⚓ Karen and Jeff Stokes - Nautigal

⚓ Ariane Paul - John T

⚓ Chris Newell - Pampero

⚓ John and Ann Tucker - Duchess

⚓ Bob Rogers - Sunda

⚓ Tim Murison - Bolero

⚓ Robert Briscoe and Margie Siegal - Bullfrog

⚓ John Blakemore - Patience

Helpers

Bob Rogers - Race Committee

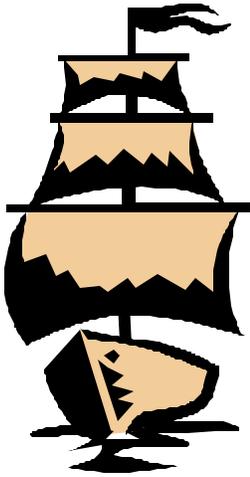
John & Ann Tucker & Chris Newell - setup and clean up

Steve Lewis of Spirit





Tall Ships ~Aug. 28th - Sep. 2nd



Next summer, the tall ships will return to San Francisco Bay, marking the beginning of ***Sail San Francisco! 2002***, a six-day tall ship festival scheduled to take place August 28 – September 2, 2002. Historic, classic ships and Navy vessels from the United States and abroad will grace the Bay and dock along the waterfront.

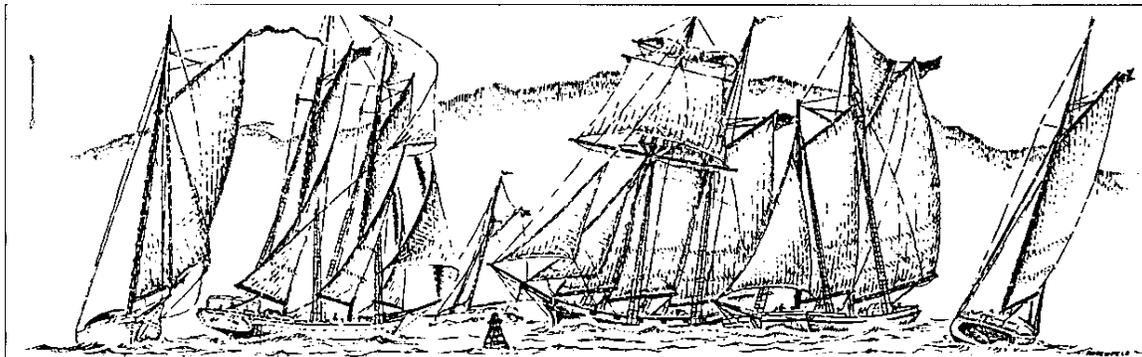
The tall ships will be docked along the water, available for public tours. Tickets will go on sale in May.

Sail San Francisco is pleased to welcome the returning ships back to our city. We believe it is important to share our diverse culture and community. **One World. One Ocean.** Our goal is to bridge the gap between nations and further the understanding between people of different cultures and backgrounds. Tall Ships events bring people together in an atmosphere of friendship and cooperation; whether it be as shipmates, or as visitors to a new port in a new land, or as citizens of host ports volunteering to help to help welcome ships and sailors from across the seas, we are united in our efforts. Community support is crucial to our success to bring such a historic event back to San Francisco. We are honored to have the Honorable Mayor Willie L. Brown, Jr. and the Honorable Robert M. Hertzberg, Speaker of the California Assembly as Honorary Chairmen of ***Sail San Francisco! 2002***.

We need you! Volunteers and supporters are a crucial part of the success for ***Sail San Francisco! 2002***. Please contact Gert-Jan for more information and volunteer application forms. You can sign up online at www.sailsanfrancisco.org or simply send an email to info@sailsanfrancisco.org.

All members of the MMBA are invited to participate in the tall ship parade on August 28 from 12 pm / NOON - 2 pm. The parade will start at the Golden Gate Bridge and end at the Bay Bridge.

Sail San Francisco
2801 Leavenworth Street
San Francisco, CA 94133
Phone: (415) 447-9822
Fax: (415) 447-7320



FROM THE TREASURER'S DESK

Have you really thought about where your money goes, or what you receive when you pay your MMBA membership fee? Your membership fee is divided into several bits and pieces. Part of it goes to MMBA's PICYA membership dues. Our membership in PICYA gives you, as a member of MMBA, reciprocal privileges at most SF Bay Area Yacht Clubs and several in Southern California. Our 'cruising' events throughout the year, the Shellback that you receive, mailings to the membership, are part of what gets paid for. And insurance - YES - we do have insurance coverage for our events, other than what is required that you have for your yacht. Have you visited www.mastermariners.org lately? MMBA has a great website maintained by MMBA member Ariane Paul that is very informative to members and non-members t. We also have our annual Spring Pot Luck at the San Pablo YC and our annual membership meeting at the Corinthian Yacht Club in June. All of these events take a large chunk out of your membership dollars. In fact they take 116% of your membership dollars to support these activities.

Or how about when you enter the annual regatta on Memorial Day ? What about the events connected with the Memorial Day Master Mariners Regatta? The pre-regatta sponsors luncheon, trophies, burgees to fly, all take money to become a reality. The event at Encinal YC pretty much is self sustaining as we all pre-pay for the dinner and we certainly do help their bar costs. But we do have to pay the band. And we do have special regatta insurance for the MMR along with our membership dues in US SAILING. Yes, this event is another great money maker! 131% of the regatta fee goes to support this wonderful weekend. And this year the cost is going to increase as our luncheon venue will be significantly upgraded. You can help here by bringing a crew member along and buying his/her lunch. This will help defray costs a bit.

So how do we stay in business? At this point we have spent a lot more money than we have taken in and our costs are going to increase this year. And we still have seven months to go in the year. Our sponsor program and clothing sales are what really keep us going. So.....How can you help you ask??? Buy lots of clothes and find a sponsor to get involved in our regatta. Sponsors are the backbone of our program. Over 65% of the sponsor fee goes into helping us operate. If you can get a sponsor, or can give a potential sponsors name to Bob Cart, you will be helping to perpetuate MMBA. And the clothing program has become very successful. We are very fortunate to have our T-shirts designed by renowned Marine Artist Caleb Whitbeck. Not only are you helping to support MMBA when you purchase some clothing, who knows, you just might be buying some valuable art

collectibles. But for what ever reason you might buy a T-shirt or two, you are helping the cause. Another way you can help is to purchase an MMBA Yacht Registry.

Where do we stand today? Going into 2002 we have some \$2600 in our operating account. All of our regular activities have always been paid for, but for the last two years we have basically spent more than we have brought in. MMBA has been self sustaining for all these years and most of the time we do have more at the end than we started with, though there have been some lean years. Because we had built up a surplus, the Board of Directors voted to go ahead with a project that had been on the drawing board for several years, the Yacht Registry. This made 2001 one of those lean years. MMBA Member Dick Wrenn did a tremendous job with this project and the book is full of great color photos and is a wealth of information about past and present boats of MMBA.

Although at this time we have no outstanding bills, everything is paid for and up to date, we do need to look forward to the coming year and look at some increases in the 'cost of doing business' so to speak. All insurance premiums are on the rise, Golden Gate YC is no longer a viable venue so we have to make a change. Sales tax has been increased 1/4% as of 1. Jan, 2002. At this time these are known increases. We do not know if burgees, trophies or other needed items will cost more this coming year. As with any financial situation, when there is an increase, in cost there must be an increase in income to cover this increase. Unfortunately, in our situation this means an increase in fees. To help keep MMBA in the black the Board of Directors has voted to increase some of our fees. This will be the first increase in several years even though our events have grown considerably in scope and attendance.

While getting ready for the new year and you are making plans for when and where you will haul out, and you prepare for the 2002 MMBA season and/or the 145th (37th renewal) MMR, think about all that has gone on these past years and what MMBA has meant to you. Think about what you can do to help MMBA grow in the future and what can you do to help. The first thing you can do is to buy a Yacht Registry!! Think about those that you do business with and perhaps there is a sponsor in that group. Or, if you can buy two shirts this year instead of the one you usually buy, you might help pay for an 'event' this season. Or maybe you feel very benevolent and want to sponsor your own boat. Perhaps most of all, you can contact a Board Member and volunteer to help on one of the many committees it takes to make our sailing season a success. Whatever, or however you can, be supportive, be active, and have a GREAT sailing season.

*Mike Douglas
Treasurer*

The Master Mariner Regatta – The Race for Classic Wooden Sailboats or a Fast Parade?

As a member of the Master Mariner's for 19 years, I've heard two different opinions of our regatta. One is that it's the best west coast race for Classic Wooden Sailboats, the other is that it's a Fast Parade. Either way, I think the regatta is the best annual sailing event on the bay. The camaraderie, the friendly competitive nature and the great party is a timeless piece of tradition that has long since faded from other regattas. Where else can you invite your family and friends for an afternoon sail and still be competitive among your peers?

Yes, the handicaps still seem to be a mystery to the masses. But hey, this regatta has been going since 1867 and still needs some work. To get your interest up for this year's regatta, I have compiled the results from last year's regatta and added my comments on the way things worked out based on the 1st, 2nd, and 3rd place finish times.

Division	1 st	2 nd Place time behind 1 st	3 rd Place time behind 1 st	Comments
BS	0	1min, 38 sec.	15 min, 9 sec	Alma did a great job holding off the competition on a massive flood tide. Viveka started 50 min behind to finish 1 min. 38 seconds to take second in division.
O1	0	11min, 36 sec	12 min, 11 sec	Lone Fox, sailing up from So. Cal. started 20 min after the 1 st starter in their division to take 1 st by 11 min, 36 sec.
O2	0	1 min, 6 sec	7 min, 29 sec	Spirit, one of the fastest and best sailed MMBA boats inside and out of the bay, out-sailed their stiff competition, Chorus and Sunda.
G1	0	0 min, 42 sec	15 min, 12 sec	Brigadoon, well sailed as usual, again had the pedal to the metal with a "take no prisoners" attitude to win.
G2	0	13 min, 27 sec	15 min, 14 sec	Dutch, new to MMBA racing with only one previous regatta showing, sailed to their potential to surprise Black Witch and Regulus.
G3	0	26 min, 53 sec	29 min, 19 sec	Mercy, a smaller G3 boat showed no mercy to their competition. They left no room for errors for 2 nd and 3 rd .
M1	0	1 min, 6 sec	5 min, 35 sec	Mossie Estelle, Bob studied the currents and practiced before this regatta. This put Bright Star and Pegasus behind.
M2	0	10 min, 6 sec	12 min, 27 sec	Lydia, a new boat for Bob, a longtime sailor, former crew on Brigadoon, and first time entry showed Nautigal and M'Lady the way.
M3	0	7 min, 51 sec	10 min, 50 sec	Simpatico, with son at the helm and a lot of practice is still on a winning streak while Tom helped out with committee boat duties.
M4	0	8 min, 35 sec	14 min, 17 sec	Pisces, Kurt long time member and good all around sailor out sailed this large division of 9 boats.
Bird	0	4 min, 35 sec	7 min 18 sec	As a class, the finishes reflect that you still have to sail well to win.

The handicaps on most boats in the MMBA is based on approximately 15 years of regatta data. It's surprising how close the finishes were considering we handicap on 5 minute increments and have to get 13 starts off in 1 hour 5 minutes. By coincidence most of the 1st place boats that won by substantial margins were boats with skippers and crews that came out racing for the first time and/or have sailed the central bay many, many years. Other than that, the results also seem pretty close for 2nd and 3rd.

If you ask any skipper in the regatta what the winning formula is, I can bet they tell you they hauled out just before the regatta, had a refit, and/or practiced a few times before the regatta. Some complain that the handicaps are "not fair". But as the saying goes, "Who says they have to be fair?" You want one that you can win with. Right? The more data, the more accurate the handicap. It's far from perfect, but if you look at the variety of our fleet, it's the best we can do. So to improve your handicap, keep coming out. You never know, the next regatta may be the right day for you to win.

Race invitations will be handed out at the spring potluck on March 23. If you don't pick yours up there it will be mailed the following week. We look forward to seeing you Saturday May 25 for the 2002 regatta.

Fair Winds and happy haul out.

Update on 2002 Regatta Sponsorship Program.

Our regatta sponsors provide one of our biggest source of funds. This keeps our membership and race fees affordable and helps us provide support to efforts keeping traditional sail alive and well. Speaking of tradition, sponsorship of our regatta goes back to the 19th century when maritime companies backed the old MMBA schooners in the annual regatta. We need your help to keep the tradition alive.

This year our sponsorship committee is comprised of MMBA stalwarts Peter English, Frank Hoberg and Terry Klaus (plus myself). We have assembled a sponsors mailing list and are working on a letter and brochure to send out in early March. If you know of anyone who might want to sponsor, please let me know and I'll put them on the list. There are countless other companies who would do well to show their support to our many members. After all, we are perhaps the worlds largest organization of traditional wooden boat owners. Please think about the firms you do business with on a regular basis. They can reach other MMBA members through sponsoring our race. Also, when appropriate, use the services of our sponsors and thank them for their support. This will help us keep the tradition going.

I am thrilled to report that we have two major new sponsors. West Marine corporate in Watsonville has agreed to be a Benefactor at the \$300 level. Johnnie Walker scotch has also agreed to be a Benefactor. Look for the Johnnie Walker flag flying from Yankee this May. You may also see "Yankee" in an upcoming ad for Johnnie Walker's high end blue

label scotch. We are off to a good start but we have a long way to go.

Regatta Sponsor fee is \$150 and Benevolence Sponsor is \$300. In addition to the goodwill of our members and the chance to participate in a Master Mariners tradition started in 1865, the sponsor gets to fly their house flag from a yacht during the regatta weekend and be our guest at the trophy ceremony. They get a free pass to the sponsors luncheon at the St. Francis (Benefactors get two). A "New sponsor Incentive" will be announced at the MMBA Potluck on March 23. They also get lots of recognition in the Shellback, on the web site, and at our various events. Throw in a free pass to the Annual Boat Show (Benefactors get two) and you can see what the great value of sponsorship. Please pass the word around.

The Sponsors Luncheon will be held at the St. Francis Yacht Club. This is a fun event. The sponsors get to meet the skippers and present their house flags that will be flown from the racing yachts during the race. This is another way we show our thanks to our sponsors.

If you have any ideas for sponsors or just have suggestions on how we can improve this program, please drop an email to: bob@thecarts.net

See you on the water!

*Bob Cart
Sponsor Chairman*

Notices, Ads & General “What have you’s”

MMBA WEBSITE: <http://www.mastermariners.org>
OUR GROUP WEBSITE: <http://groups.yahoo.com/group/mastermariners-sf>
GROUP EMAIL ADDRESS: mastermariners-sf@yahoogroups.com
OUR CLUB WEBSITE: <http://clubs.yahoo.com/clubs/mastermarinerssf>

If you aren't receiving any MMBA group emails, I need your address! Please send to: **mastermariners@hotmail.com**

Thanks, *Ariane*

To send material for publication in Shellback email fwilkers@sfsu.edu

McNish Classic

The McNish Classic will be held on Saturday August 3. It will be sailed in the waters off Channel Islands Harbor, Oxnard, Calif.. The course will be 17 miles mostly off the wind.

For information contact Dick McNish 805-386-3349 home 805-985-3540 office. E-mail address dmcnish@gte.net.

WANTED: Dutch: looking for a wooden stove in working condition to put on 1930's gaff ketch, call Dick Dugdale (415) 845 1306.

FOR SALE: Sea Bird Yawl (posted Jan 1, 2002) contact John, (415) 586-0732, email: johnh@sonic.net, www.sonic.net/~johnh/

Name/Boat Name Lance Buckley/LARA
Subject : Skylight Construction
Comments : I'm looking for a wooden boat issue #92 for an article on Skylight construction. If anyone could loan it for a copy of the article, Or if anyone has plans etc. I would appreciate hearing from you. I got bored this winter and removed LARA's doghouse.

Email : consumius@mail.directvinternet.com

A NOTICE FROM JOHN ARNDT AT LATITUDE 38 RE: UPCOMING PACIFIC SAIL EXPO:

Pacific Sail Expo is seeking a couple of well maintained classic boats to participate in this year's 2002 show. The show dates are April 17-21 and boats would need to be moved into the show on Tuesday the 16th and would be able to move out on

Sunday evening the 21st. Pacific Sail Expo is bringing more exhibitors and displays of interest to the classic boater including participation from WoodenBoat Magazine. If your boat would be available for display on those dates, please contact John Arndt via email at john@latitude38.com with some information on your boat and any questions you may have. There is no cost to boat owners who participate and free tickets to the show will be provided to them. Thanks for your interest.

John Arndt, Pacific Sail Expo show committee/Latitude 38'

Latitude 38

15 Locust Ave

Mill Valley, CA 94941

415-383-8200 x108, 415-412-6961cell, fax 415-383-5816

e-mail: john@latitude38.com, <http://www.latitude38.com>