



# The Shellback

Since 1867

February/March, 2004

Frances Dugdale, Editor

## 2004 Membership Renewal Is Due

Membership dues for 2004 are past due, so if you haven't paid, please return the self addressed, stamped envelope, with your check to Dick Wrenn **NOW!!!!!!**

If you've lost the envelope, mail your membership renewal of \$60.00 (regulars and cruising) or \$30 (MMBA friend) payable to "MMBA" (write the name of your boat on the Notes section of check), Master Mariners Membership

139 Hagar Avenue  
Piedmont, CA 94611

If you know someone/boat that should join our ranks-get a membership application form from Dick (510) 654-7704

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## SPRING POTLUCK ARE YOU READY???

SATURDAY, MARCH 20, 2004

The ninth annual SPRING POTLUCK will be held at the POINT SAN PABLO YC ([www.pspyc.org/foghorn](http://www.pspyc.org/foghorn)) IN Point Richmond. Come on Friday and stay till Sunday.

Potluck Dinner at about 1730 Sat: Marconi bring entree and  
Gaffers bring salad and bread and butter.  
MMBA will provide dessert.

Master Mariner Regatta applications forms will be handed out and we will show films of past MMBA races after dinner.

Reservations requested if you are COMING BY BOAT.

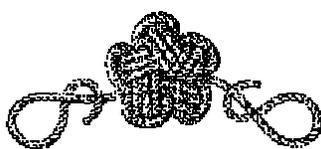
There is also a dinner prepared by the Point San Pablo YC on Friday night (about \$12-15). Reservations needed. Please call John Tucker with reservations and questions.

Volunteers appreciated for set-up and clean-up

**DIRECTIONS:** By BOAT--Enter the Point Potrero Reach at Point Richmond (just west of the RED OAK VICTORY) and continue around to the left. The Club is at the head of the Santa Fe Channel. Raft up starboard side to. We will monitor channel 68 Sat. pm (and Fri. pm if anyone comes in then).

By CAR--Exit highway 580 to Canal, St. Go south to Cutting Blvd one block, then left one long block to 700 Cutting=Point San Pablo YC.

MMBA Hosts: John and Anne Tucker  
h 510-215-6620 cell 510-734-0521, [jtucker903@sbcglobal.net](mailto:jtucker903@sbcglobal.net)  
Club Office 510-233-1046



## From the Quarterdeck (8)

Happy New Year.

Instead of my usual ramblings about past and future MMBA events that you can read in other Shellback articles in this issue, this installment from me will address the more serious workings of your Board of Directors. As you know, your Board of Directors handles many aspects of running the MMBA from a day to day, month to month, year to year basis. Longevity, solvency, and health of the MMBA are the top priority for your Board's goals.

Thanks to the efforts of the Board of Directors, especially Steve Gort, a thorough review and update of our MMBA Bylaws was completed this winter. Hundreds of hours were spent updating content and correcting spelling. As a result, the Bylaws are now in a workable format that is now current and more easily understood.

From this understanding, the Board resolved to address issues of consistency and practice of our Bylaws and Amendments. At the January Board meeting, the subject of allowing "traditional" wooden vessels with aluminum masts to join the MMBA was once again raised. DeeDee Lozier was assigned to head a subcommittee to make a recommendation to the board at the February meeting. The following is the proposal presented to the board.

**"Vessels with aluminum masts are eligible for membership in the MMBA without restrictions".**

A hotly debated discussion by the board followed with the following items kept in mind:

**General:**

While we want our Fleet to "perfectly" represent our image of a "traditional sailing vessel from pre-WW-II, the reality of maintaining 60+ year old boats does not allow us that luxury. This is reflected in the dwindling numbers of our membership. Plus, many "perfect" unmodified wooden vessels are leaving town in dumpsters because maintaining them continues to be a significant commitment. If our organization is really dedicated to the "preservation of traditional sailing vessels", we need to encourage those trying to restore and maintain their vessels, not hinder their efforts with roadblocks. People that are attracted to wooden vessels of any type love and care for them because of what the

vessel stands for, a bygone era-when solid construction, fine design and grace under sail were the norm not the exception. Isn't this what the MMBA is really about?

Reasons to approve this proposal were presented:

**First and foremost,** The board agreed that as traditional vessels become older some of them will be modified from their original designers concepts, however they still represent the type of vessels the MMBA is trying to showcase and maintain for future generations.

**Secondly,** Historical data was presented supporting that metal masts were used prior to 1940. These included boats such as M-Boat *Istalena* in 1929, and J-Boat *Enterprise* in the 1930's with Duraluminum masts. (Also, the J-boat *Columbia* in 1899 had a steel mast).

**Thirdly,** Other wooden boat organizations such as the Ancient Mariners Sailing Society (Southern California) and Wooden Hull Sailing Society of Southern California, and Center for Wooden Boats (Seattle) do not restrict the use of aluminum masts in their fleet.

**Fourth,** The current position of using "Ocean" class as a dumping ground for vessels with aluminum masts is resulting in the deterioration of the "Ocean" fleet's image within the Association and is adversely impacting the handicapping of the "Ocean" Fleet.

At the end of the discussion, the proposal was put to vote and **PASSED**.

From this point forward,

**"Vessels with aluminum masts are eligible for membership in the MMBA without restrictions".**

Of course, the vessels will continue to require the approval of the board and will be assigned to their appropriate class and handicapped accordingly by the regatta handicap committee. Also, participation to the annual boat show will continue to be by invitation.

This was a very difficult decision made by the Board, but was made in the best interest to keep the MMBA healthy in years to come. We sincerely hope that the members will support the Board's decision and MMBA.

Fair winds,

*Ken Inouye  
Commodore*

## 2004 New Year's Day Race & Chili Feed

2004 was ushered in with howling winds and stormy skies. Only one vessel, *Adagio* – single handed by owner David Howell, braved the elements. David arrived cold and wet, and happy. For his efforts, he was presented with a large rusty kerosene heater by Margie Segal. As David headed back to his wet boat for the night, he was wishing that the heater worked!



Another tacky trophy was awarded to Dee Dee Lozier by the Proudfoots via Skip & Patty. Since *Farida* will not be competing against *Stroma of Mey* for awhile, the Proudfoots decided to share their secret to winning the regatta. They gave Dee Dee their copy of the definitive book on winning yacht races. The book's advice: "Finish First". It was very mellow and cozy at the Richmond Yacht Club. Despite the storm, quite a few people showed up and stayed until we were kicked out by the bartender. There was a hot fire, hot chili and good friends. People drifted from table to table talking, eating and drinking. I must admit that I lost track of all who came, but at the end, all the chili was gone and everyone seemed to have a good time. A pleasant way to start a New Year. Thank you to John Tucker for coming early to set up and to the Annie & Steve Lewis and Shirley & Bill Rickman for cleaning up the decorations from the party the night before.



*Dee Dee Lozier, Stroma of Mey*

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### *New Membership News*

Please say hello to the several new members of the MMBA including:

*Emperor Norton*, a modified Herreshoff 28' ketch, owned by Robert Shashinda & Lea Trocano of Oakland. The vessel is kept at the Embarcadero Cove Marina. Robert & Lea own Monarch Marine Canvas at the same location. Robert often plays music with MMBA musician Skip Henderson of Aida. He plays the fiddle, the mandolin and the concertina. He also describes himself as a boat-aholic, as he is now on his third wooden boat. Like his friend Skip he can also tell big schooner stories.

*Holganza*, a 36' Popoff Yawl that has been in the MMBA for many years was sold by Frank Ecker to three new owners: Patrick Dyer, Lee Thurston and Doug Harrison. *Holganza* raced in two transpacks and has placed 1<sup>st</sup> in her class in a past MMBA regatta. They keep the vessel at the Richmond Marina.

W. Dennis Brewer is a new "MMBA Friend" as his vessel is an IOD, a Class that still races on San Francisco Bay and therefore is not eligible to be a sailing or cruising member. IOD's are beautiful traditional wooden race boats, and Dennis is an old hand a racing on the Bay. In years past, he kept his previous race boat next to Little Packet in the Berkeley Marina and I remember him winning a lot of races. His current berth is at the Corinthian YC in Tiburon.

Mike Vincilione is another new "MMBA Friend". He lives in Pt. Reyes Station. He has been messing around in boats since he was a broke 25 year old, and he is now retired. He worked for Crowley Maritime, worked some steam, built small boats, worked on barges and has even done some oceanography. Quoted from an oceanographer teacher, "I come from blue-green algae, and can't get very far away from it". Mike often comes to the Corinthian for the MMBA show, and will be at the "spring pot luck" to talk with some others who also feel that they come from blue-green algae.

## Master Mariners Registry Update

Many boats are not in the Official Master Mariners Registry because the owners do not have a good picture of their vessel under sail.



I have secured a special offer from Mariah's Eye Photography in order to get good sailing photos for a Registry Update. Any Master Mariner Vessel that would like a professional picture of their boat can sign up with me for a Registry photo shoot. Assuming that a minimum of 10 boats sign up, we will set up 2 days for picture taking to allow for wind. Cost will be \$40 per boat, and both the MMBA and the boat owner will get a professional 4" X 6" color photo. Additional photos and larger size photos may also be purchased from Mariah's website <http://www.mariahseyesphotography.com/Pages/4.02%20orderform.html> or you can call her at (510) 864-1144. Normal charge for a photo shoot is \$ 210 so this is a great way to get a professional picture for MMBA's Registry and yourself at a great price. Mariah has supplied a majority of the photos currently in the Registry. If you are unfamiliar with her work you can go to [www.mariahseyesphotography.com/index.shtml](http://www.mariahseyesphotography.com/index.shtml) to look at some samples.

Please contact Dick Wrenn at (510) 654-7704 or [dickw8@pacbell.net](mailto:dickw8@pacbell.net) if you are interested in the Registry Update photo shoot.

## Where have all the Sponsor Flags gone?

In preparation for this years Regatta and Sponsorships.....

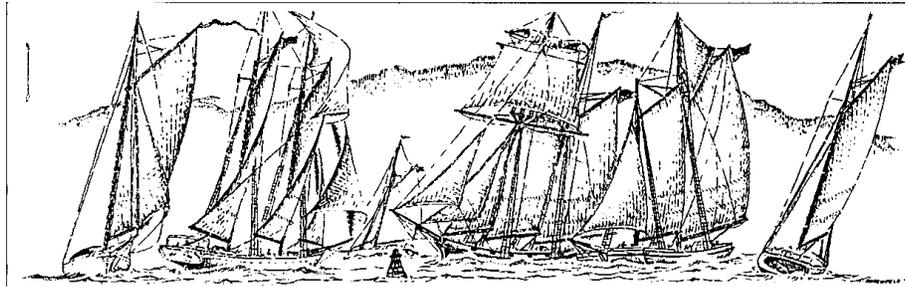
**Skippers**, if you still have the flag belonging to the sponsor who sponsored your boat last year, please return it to them as soon as possible.

**Sponsors**, if you need assistance in getting your flag back from last year's sponsorship, please let me know, and I will track it down for you. You can contact me at (510) 653-8820 or [ddlozier@pacbell.net](mailto:ddlozier@pacbell.net).

## L-36, 50 Year Commemoration

It is hoped that the Master Mariners Regatta will have an L-36 (Lapworth 36) class within it's spectacular array of magnificent wooden boats on the San Francisco Bay for their Memorial Day Classic. All L-36 owner/members are asked to join up and attend this once every 50 years celebration. All MMBA members are asked and encouraged to contact non-member L-36 owners, not only just within the Bay Area, so they may take full advantage of this opportunity to race with and celebrate the first 50 years of this distinctive craft, at the Regatta Awards Ceremony afterwards, at the Encinal YC. If there is enough interest and participation, an early start and a "together" raft up and group area on the knoll, at the Encinal might be organized. For more details and information, call Bob Griffiths at (925) 254 9457 or email at [bgriffiths@ifn.net](mailto:bgriffiths@ifn.net). We all look forward to seeing you there.

*Bob Griffiths*



## THE 2004 MMBA REGATTA

**The 2004 Annual Master Mariners Benevolent Association Regatta will be held on Saturday May 29.**

This is the Saturday of the Labor Day Weekend. As in recent years the start will be midday on the San Francisco City Front and finish behind Treasure Island. Racers will be invited to sail on to the Encinal Yacht Club on the Alameda side of the Oakland Estuary for berthing and post race party. Applications will first be available at the Annual Spring Potluck held at the Point San Pablo Yacht Club March 20 2004. MMBA Members not in attendance will be mailed their Applications soon thereafter. Non-MMBA members who are interested in participating in the Regatta are encouraged to apply but must also apply for membership in MMBA. The forms may be submitted simultaneously. You must be a MMBA Member in good standing to Race in the Regatta. Please apply early, as the race committee needs all the time they can get to prepare for the race. **All applications are to be in race committee hands by April 30 2004. Drop dead date with extra fee May 8 2004.** Those who do not have measurements on file, especially new boats not known to the race committee, should fill the measurement sheets as complete as possible to assist in handicapping of the boats. The Boats applying for **Ocean Class must** have on file **complete measurements** in order to be handicapped to race in this class.

**A major change from past years.** Any boat with **Aluminum Mast** is eligible for application for membership in MMBA and application for the Regatta. Class assignments will be without regard to mast material.

**A major change from past years.** The **Race Instructions** have been updated to bring them into the new millennium. **Read them carefully**

Upon receipt of Race Application the Race committee will review the forms and send a notice of receipt. Race packet with instructions, courses, start times flags, etc. will be first available at the Sponsors Luncheon at the St. Francis Yacht Club May 21 2004. Racers are encouraged to attend. Those Race packets not picked up at the luncheon will be mailed thereafter.

I wish everyone a safe, fast, race. This is the second of my two year tenure as race chairman. Last year we had a very successful race as far as the committee was concerned. We recorded all the starts and finishes accurately and received very few complaints. I anticipate a repeat this year. I am always looking for help. Anyone who cannot get his or her vessel to the start line for whatever reason is encouraged to help with the Regatta. There is a need for educated spotters on the committee boat and plenty of other jobs as well. Feel free to contact me at home or at the potluck with any comments or offers to help.

*Jeff Stokes  
Vice Commodore  
Race Chairman*

(925) 935-7096, (925) 935-0626 fax, [cjeffstokes@msn.com](mailto:cjeffstokes@msn.com)

## Where is the Spidsgater Aida?

Below is a synopsis of the start of a fascinating detective story between Peter and Carolyn Nielsen and the resourceful Dick Wrenn of MMBA trying to track down the history and present whereabouts of the Aida. Do you remember seeing her on the Bay? If you have more to add, email us at MMBA ([mastermariners@yahoo.com](mailto:mastermariners@yahoo.com)) or to Dick at [dickw8@pacbell.net](mailto:dickw8@pacbell.net)

**From: "Peter & Carolyn Nielsen**

**Date: Wed, 18 Feb 2004**

A friend in Copenhagen is trying to update a catalog (see <http://www.geocities.com/Yosemite/Geyser/6982/>) of the Danish spidsgatters. Some boats are missing including a 38sq mtr named *Aida*, a Marconi rig double-ended sloop about 26 ft. overall, designed by George Berg and built in 1934. She came to SF Bay in 1962 and her first owner here was Walter Knox. I recall the boat being in the old Alameda Yacht Harbor in the late 60s. I've heard she participated in the Master Mariners during the 80s. The last time I saw *Aida* was at Kermit Parker's brokerage in San Rafael in the 80s and her owner at that time was a fellow named Bacon who had done an extensive amount of work on her. The best known spidsgatter on SF B was *Numse* (Maury Smith/Kermit Parker); a 45 sq mtr boat designed by Utzon and about 28 ft. overall, and now up in Washington bearing her original name, *Fri*. Our own boat is a 30 sq mtr Berg spidsgatter named *Smil*, also built in 1934, a cruising boat (self bailing cockpit etc.) and she doesn't meet measurements to be a "class" boat. She was shipped over from Copenhagen to SF in 1963. **Looking forward to a lead-** Peter



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*Reply from Dick Wrenn, MMBA*

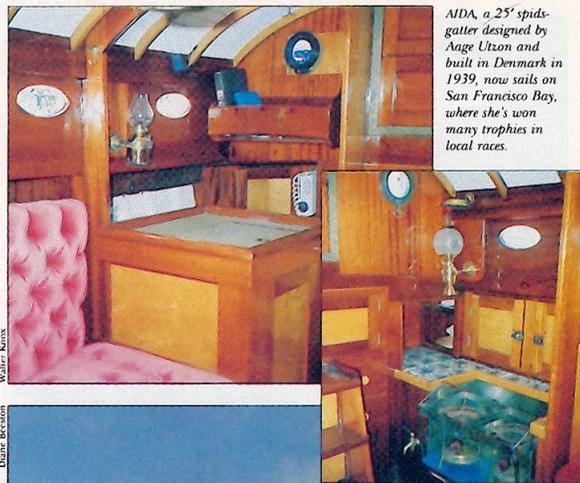
*Unfortunately Aida is a popular name. Is the vessel you are searching for a traditional Spitzgatter desing, being double ended etc. or is it the Utson Aida that is on the Spitzgatter web site, with a long counter stern? A vessel named Aida (owned by W.Knox) placed 3rd in the Marconi IV division of the MMBA Regatta in 1982. There is also a boat named Aida in the MMBA records in 1988 owned by Michael Woodbury of San Carlos CA. I don't know if this is your Aida, I doubt that it is as I remember a ketch named Aida around those years. I recall many Spitzgatter designs on SFB including the Utson design Peus. Peus was loved by John Cummings of Petaluma who lived on it and sailed it weekly for several years. I remember her as being quite small probably in the 22' foot range. I had a set of plans for Peus, which I guess John still has tucked away. Unfortunately, the last time I saw Peus, she was quite down. A previous owner had used a disk grinder to make the hull smooth and had ground off the heads of many of the copper rivets,* Dick

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I suspect I've been on the wrong track- I've been looking for the 1934 Berg spidsgatter *Aida* that is in my copy of the 1959 KAS (Copenhagen Amateur Sailclub) register. This is the boat that Walter Knox had in Alameda and placed 3rd in 1982 and was later brokered by Kermit Parker. (My error is that this *Aida* is in the register as a 40 sq mtr which would not be a "class" boat- I thought that someone may have rounded 40 down to 38!) I think (based on your good comments) the boat we are looking for is the Utzon *Aida*, S38D23, built in '46. -and I sure don't know anything about that one- but would like to find some information to help the fellows in Copenhagen.

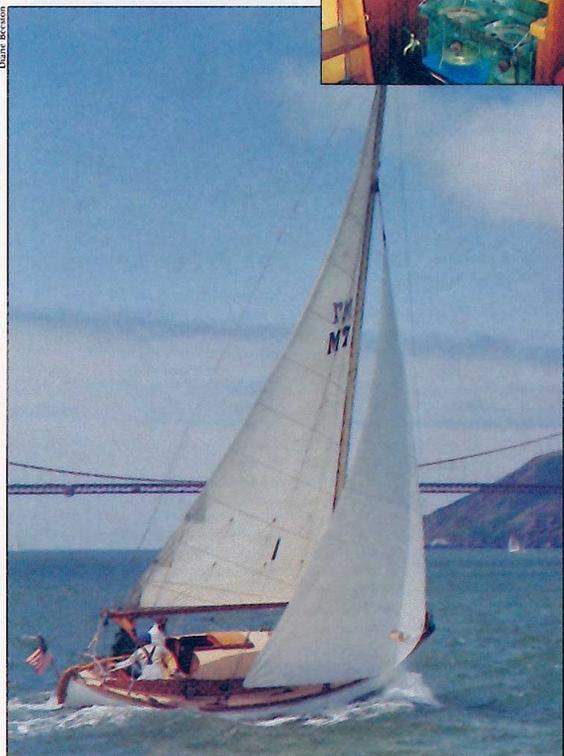
Peter

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*Spitzgatters are like precious jewels and quite rare. The last one that I recall seeing was hauled out at the Berkeley Marine Center. Was your Spitzgatter named Rollo, the one that lived at the Berkeley Marina for many years. Bill Rickman, ex MMBA commodore owned it at one time. Last time I saw it the engine was not functional and it had a broken tiller, but the basic boat was in reasonable shape. Peter Boudry of Berkeley, had it under a cover.*

Dick



AIDA, a 25' spidsgatter designed by Aage Utzon and built in Denmark in 1939, now sails on San Francisco Bay, where she's won many trophies in local races.



To: Dick                      Date: Fri, 20 Feb 2004  
 From Peter & Carolyn Nielsen and Henrik Effersoe

Hello Dick- a little more on spidsgatters. This from Henrik Effersøe in Copenhagen this morning. "Thank you for the efforts, Peter. The boat is built in 1948 (not 46 as mentioned on the website) and is sure an Utzon.(S 38 D 23). In Wooden Boat 1987 (see left) there are several photos of the boat in San Francisco Bay". This is NOT the Berg boat that Walter Knox had in Alameda. -But I am positive this Utzon boat is the one I saw at Kermit Parker's in the late 80s (I don't think there are 2 spidsgatters with red velvet cushions). The owner was a fellow called Bacon who also lived in Pacifica- however I never met him.

**Does the WoodenBoat picture ring a bell with anyone?**

Many thanks for your help Peter

To: "Dick Wrenn  
 Date: Sat, 21 Feb 2004  
 From Peter and Carolyn

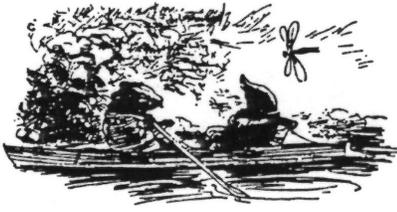
Yesterday I stumbled on 3 pics, taken in Sept. 1976, of the Utzon spidsgatter at Kermit Parker's brokerage. This is the same boat that Walter Knox had at Alameda Yacht Harbor 10 years before and must be the only spidsgatter AIDA to have come to SF Bay. I say this because the spidsgatter in Alameda, which was just 2 slips away from our boat, had a rather loud air-cooled diesel engine with an exhaust grille in the port coaming. Note the square patch in the coaming forward of the port winch. Henrik- the boat must still be around somewhere. If you look at the picture from WB magazine and the ones I took in San Rafael, it's hard to believe such a well kept boat has come to naught.

Peter



The Utzon spidsgatter at Kermit Parker's brokerage in Sept. 1976 (previous page and these two photographs)

**All good, but: Where is it now? ---That's the big question.**



## RIVER RAT CRUISE UP THE DELTA 4 JULY WEEEKEND, 2003: FIRST NOTICE

The 2004 River rat Cruise will be starting the 4th of July weekend. Great flood tides and the long holiday should provide as much as could be desired. Please mark your calendars now, and note; this is the weekend following the Corinthian YC Wooden Boat Show. Some planning elements are wide open such as a Friday or Saturday start (the 4th is Sunday), an overnight stop at the Driftwood Yacht Club (Dinner, Hang out, Breakfast, etc.), and other issues, yet to be brought forth.

Previous River Rat cruisers are highly encouraged to provide input, you know who you are, (and I do too), and of course all members thoughts, comments, questions, suggestions etc., are more than welcome. As always, our destination is the upper end of Steamboat Slough, and the duration is cruisers choice, the weekend, the week or the Summer? Try Gloriana, Potato Slough, The Meadows, wherever on the way back? I look forward to hearing from you, please phone or email

Bob Griffiths, (925) 254 9467, cell, (925) 360 0826, bgriffiths@ifn.net

### ***Sponsor List***

*The following is a list of our 2003 Sponsors. Their generous support has been crucial to MMBA. In return, please support these sponsors by giving them your business.*

<b><i>Benefactor Sponsors</i></b>			
American Ship Management, LLC	Commodore Club, SF Maritime National Park Assoc.	Grand Marina	Long Meadow Ranch Winery
McGee's Bar & Grill	The Hitmen, Termite & Pest Control, Inc	San Francisco Bar Pilots	W. K. McLellan Company
	West Marine Products	Westrec Marinas	
<b><i>Regatta Sponsors</i></b>			
Alameda Market Place	American Rope & Tar	Alameda YC	APL Limited
Barient Winch	Barber & Gonzales Consulting	Bay Ship & Yacht	Berkeley Marina
Berkeley Marine Center	Bristol Fashion Yacht Care	Buffalo Bill Brewing Co	Cass' Marina, Inc.
Comcast Media Services	Council of American Master Mariners	Davis Campbell Associates	Dry Creek Vineyards
Fresh Water Conservancy	Golden Gate Tall Ships Society	Enviro Sports	Foss Maritime
Hackworth & Company	J.P. Boatworks	J. Wine Company	Kelly's Mission Rock
List Marine Enterprises	Marina Village Yacht Harbor	Latitude 38	North Beach Canvas
Paparazzi H2O	Howard Meyers, of Peg Copple & Assocs, Floating Home Sales	Power Light	Patrick & Catherine Malcahey
Quinn's Lighthouse	Prudential California Real Estate	RhodyCo Productions	Rutherford's Boat Shop
Sail Magazine	Small Boat Shop, SF Maritime Nat. Histl Park	Sugar Dock	Starbuck Canvas Works
The Tide Book Company	Svendsen's Boat Works, Inc.	USS-Posco Industries	Weatherford BMW
Westar Marine Services	Wm. E. Vaughn Maritime Law Offices	Wooden Boat Magazine	

# EIGHT BELLS

## Ward Cleaveland 1908 - 2004

After 95 years of life, he peacefully set his sails for a far distant shore on Saturday, February 7, 2004. Ward passed away peacefully in his sleep. Many of us have come to know Ward over the years, through his involvement with the RBOC (Recreational Boaters of California, he was its 1st President in 1968), the PICYA (e.g. Commodore 1968), The Californian and the Nautical Heritage Society, and his support for local programs such as Sail San Francisco and the Tall Ship Semester for Girls. He was both a charming character and an energetic speaker, and was going strong right up through last year. In December 2003, the "International Order of the Blue Gavel" awarded Ward with a plaque that read: "In appreciation for his lifetime dedication in advancing the participation in, and enhancing the popularity of Recreational Boating activities in the San Francisco Bay Area - Tall Ships, PICYA, et al, and establishing and serving as the first Director of the International Order of the Blue Gavel, District 14 1984-1986 ". Wardwell "Ward" Cleaveland was born in Montclair, NJ in 1908. His family later moved to Ohio, and his love of ships and maritime life began with the Great Lake freighters. He worked on ships when he was young, but also put his gregarious personality to work as an actor, and as sales manager for Time, Inc. magazines. This led to his becoming a sales manager for SEA magazine on the West Coast in 1957. He became a charter member of the Loch Lomond Yacht Club when it was founded, and worked hard to help Bay Area boaters through his work with the RBOC and other boating organizations, such as the Metropolitan YC, Coyote Point YC, Master Mariners Ben. Assoc., LosGatos YC, St. Francis YC, Richardson Bay YC, Sequoia YC of Redwood City, Assoc., Golden Gate Tall Ships Society, and Treasure Island YC. *Ariane Paul*

An obituary for Ward Cleaveland was published in ©2004 San Francisco Chronicle on Thursday, February 12, 2004 (URL: [sfgate.com/article.cgi?file=/chronicle/archive/2004/02/12/MNCLEAVELA3.DTL](http://sfgate.com/article.cgi?file=/chronicle/archive/2004/02/12/MNCLEAVELA3.DTL)) At Ward's request there was no funeral, but there will be a memorial gathering on Saturday March 20, 2004 at Noon at St. Francis YC.

## Phil Ganner

Phil Ganner passed away in December. For those that don't remember, Phil was our MMBA secretary from September '02 to February '03 before he resigned due to health issues. He was also Vice Commodore of Alameda YC. Throughout his life he owned and worked on wooden boats including most recently, White Crest, a Mariner ketch. Before that he owned a Hurricane, Bears, and a Mercury. He also constructed and did major work on a variety of wooden boats ranging from 53'Rhodes, 30'Hinkleys, 28'Monterey fishing boats to 16'Chris Craft runabouts. Phil will be missed for his support and love of wooden boats. *Ken Inouye*

## HELLO FROM YOUR BOARD AND WEB MASTER

If there are any good programmers who want to help Ariane with updating the web site, please let her know. Re- publicity, the past couple of years Duane Kime, helped with our Boat Show publicity. This year Barbi Whitbeck (of MMBA t-shirt & merchandising fame) and I will be leading the effort. But if any of you have good marketing skills they would like to contribute, please let us know. For the main media/press there is usually a long lead time, so the sooner the better.

*Ariane Paul*

[arianepaul@yahoo.com](mailto:arianepaul@yahoo.com), [mastermariners@yahoo.com](mailto:mastermariners@yahoo.com),  
[mastermariners@hotmail.com](mailto:mastermariners@hotmail.com)

### SPEAK UP !!

Your Board welcomes your opinions, ideas, and yes, even gripes.

Any Member may attend and address the Board on any subject relevant to MMBA.

Call any Board member to secure the date & time of the next meeting.

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## Notices, Ads & General "What have you's"

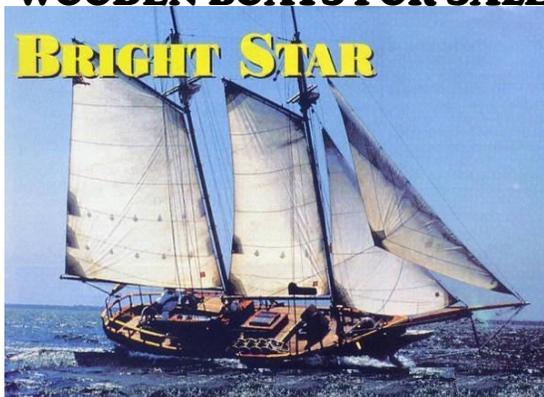
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MMBA WEBSITE: <http://www.mastermariners.org>  
GROUP WEBSITE: <http://groups.yahoo.com/group/mastermariners-sf>  
EMAIL ADDRESS: [mastermariners-sf@yahoogroups.com](mailto:mastermariners-sf@yahoogroups.com)  
OUR CLUB WEBSITE: <http://clubs.yahoo.com/clubs/mastermarinerssf>

If you aren't receiving any MMBA group emails, please contact [mastermariners@hotmail.com](mailto:mastermariners@hotmail.com)  
Material to be published in Shellback, send to Frances Dugdale ([fwilkers@sfsu.edu](mailto:fwilkers@sfsu.edu))

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### WOODEN BOATS FOR SALE



38' Murray Peterson Schooner, \$29,000/offers  
1978, Builder: Haj Jepson  
LOD 32', LWL 27' 3, Beam 9' 11, Displ. 20k lbs  
Draft 5' 2, Ballast 7,000 lbs  
Hull: Strip-planked Port Orford cedar w/monel  
fastenings, Deck: Teak w/ Mahogany taffrail  
Recent hull out  
Engine: 1984 3-cylinder Universal 25  
Tankage: Fuel 60 gals, Water 50 gals  
Galley has a teak sole, 3-burner propane stove  
w/ oven, sink, fresh water pump, storage and  
refrigerator. Interior: white paint w/ varnished  
Mahogany VHF radio, depth sounder, radar,  
Richie compass and set of code flags.  
Minka Francis 619 - 405 - 3667

#### **The Paiute is for sale!.**

**Chey Lee Bermuda 30' ketch.  
Sausalito. Teak hull, copper rivets.  
Hauled, painted and surveyed spring  
2003. Boat in good condition. Price  
reduced to \$9,500 because of original  
Atomic 4 engine.  
Leave message at (415) 246-3900 or  
email: [edsangster@aol.com](mailto:edsangster@aol.com).**

### Sponsor's Corner



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#### **Subject: Bronze Interior "Jewelry"?**

Looking for various bronze hardware for my interior "remodel". Boat is gutted and I'm starting from scratch. hinges, companionway "quick release" components, handles, etc. Would prefer somewhat "matched sets" and am not interested in anything with chrome on it. Anyone have a huge pile somewhere I can rummage through? Thanks, Brian ([bjmifsud@yahoo.com](mailto:bjmifsud@yahoo.com))

#### **Subject: Alameda Sea Scouts**

I am writing an article about the Alameda Sea Scouts for a magazine and interviewed some of the leaders and kids. A lot of Master Mariners grew up and learned to sail in the Sea Scouts. The program is still around, but suffering from lack of adult help. There is also controversy stemming from attitudes of the Boy Scout leadership. The kids, of course, are the ones who suffer. Thoughts, anyone? Margie Norton, [msnorton@yahoo.com](mailto:msnorton@yahoo.com)

#### **TRADITIONAL SMALL CRAFT ASSOC/AEOLIAN YC CRUISE-IN FOR WOODEN BOATS.**

Late Sept. The Master Mariners and the Maritime Museum are invited. For more information contact:  
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