



# The Shellback

Since 1867

February, 2003

Frances Dugdale, Editor

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## SPRING POTLUCK FAST APPROACHES

*March 22, 2003*

Is your boat ready to sail or at least motor?

The eighth annual SPRING POTLUCK will be held at the POINT SAN PABLO YC (in Pt Richmond) as before. Make a weekend of it and arrive Friday and leave Sunday. Reservations not necessary except if you are coming by boat. Leave a message for Port Captain John Tucker (see below) with your boat name and an estimate of your arrival day and time. We will monitor channel 68 Saturday pm (and Friday pm if boats are coming then). When you arrive, please have fenders and bow, stern and spring lines ready. A few weekends ago we had a Cruise-In with 23 boats, the biggest 75' so we have lots of space.

For the Saturday Night Potluck:

**Marconi** bring salad and bread and butter,

**Gaff** bring entree.

**MMBA** will provide desert.

Volunteers for cleanup are appreciated

Master Mariner Regatta invitations will be handed out. After dinner we will have a discussion, lead by Bob Cart, of the new HANDICAPPING procedure being developed by the board. This is an important process to increase the quality, fairness and fun of the Regatta. It will be a relatively painless process for the membership, the handicap committee does most of the work.

### DIRECTIONS:

**Boats:** 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.

**Car:** Exit Highway 580 to Canal St., Go south to Cutting Blvd. Go east one long block on Cutting to PSPC (700 S Cutting).

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

The Club web site has maps and more information [www.pspyc.org/foghorn](http://www.pspyc.org/foghorn), Clubhouse phone 510-620-9690, Club office to leave a message 510-233-1046

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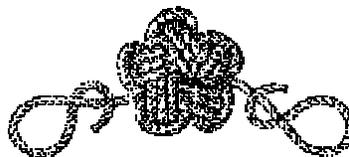
## Membership Renewal Is Due For The 2003 Season

Please 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) to:

Dick Wrenn,  
Master Mariners Membership  
139 Hagar 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.

If you know someone or a boat that should join our ranks-get a membership application form from Dick.



## From the Quarterdeck

In these times of uncertainty, the MMBA board has been busy planning for the future so many of you may enjoy a break from the every day stresses that effect all of us. Take a break. Go sailing. You may not stop threats of terrorism, a pending war and a sluggish economy but you may temporarily feel better and that may be contagious.

Dee Dee Lozier and her team put on another well attended New Year's Day race and chili cook-off at the Richmond YC.

Bob Cart and his handicap review committee have logged in hundreds of man-hours reviewing optional handicap systems to support Jeff Stokes with this year's regatta. As you know, this year we are attempting to respond to membership inputs on past regattas.

John and Ann Tucker are planning the spring Potluck at Pt. San Pablo on March 22. This is a low-key cruise-in that's always entertaining so please call John to make berthing arrangements and get more information. Bob Cart will do a short presentation on the progress of the handicap committee findings and pending changes to some

classes that will affect this year's regatta. Jeff Stokes will be handing out the invitations and race applications to eligible members.

Dick Wrenn with Chris Newell are updating our membership mailing list so if you have not yet renewed your 2003 membership, please do. If you are not current, you will not receive the Shellback or be eligible to participate in our events or our group insurance program. If you know of anyone that has not received a Shellback in some time, please have them contact Dick (510 654 7704).

In addition to all these activities Dee Dee has taken on the Sponsorship program and John has taken on the t-shirts. The level of commitment and energy of this board during these trying times is to be commended. When you see them, please tell them you appreciate their efforts to keep the organization running smoothly and maybe pitch in to help out. It would be greatly appreciated.

We hope to see you at this year's events and wish you smooth sailing.

*Ken Inouye  
Commodore*

### The MMBA Group Insurance Program

By special invitation, the board invited Jim Hackworth to the last board meeting to discuss our group insurance program and the overall health of the insurance industry since 9-11. Below are the highlights of this meeting. For information about your boat insurance or the group rate insurance, call Jim Hackworth at (650) 348-9130.

- NOTE:** Boats admitted into the MMBA do not automatically qualify for the group insurance program. The group insurance is offered to all MMBA members but still requires individual approval by the insurance company based on marine surveys. Boats that are no longer MMBA members will become ineligible.
- Approximately 50% of the MMBA boats participate in this group insurance program. Overall the boats in the program do well. Repair costs for boats have been going up but the frequency for claims is relatively low.
- Except for the MMBA and Classic Yacht Assoc., most boats more than 15 yr old are seeing a 60% increase in premiums.
- The MMBA group rate insurance is predicted to be relatively stable for approximately the next 2 years. Minimum re-insurance increases will continue through 2003 and 2004.
- Most boat insurance policies now cover approx. ½ million in pollution and ½ million in liability.
- In general, the insurance companies have seen a 30% increase in costs since 2001 and 9-11 has caused most insurance companies to lose 60% of their reserves; they have had to pass the costs on to their customers.
- Homeowner claims and boat fires have been the biggest contributors to premium increases since 2001.
- A list of approved marine surveyors in Northern California was supplied:  
(Note: If the name of a surveyor is not on this list, feel free to choose another as long as they are NAMS certified.)

Kent Parker San Rafael, (415) 457-5312	K. D. Moore Santa Rosa, (707-546-3519	Peter Minkwitz Oakland, (510) 465-2527
Doug Shotton Oakland, (510) 465-2527	Stephen Wedlock Sausalito, (415) 505-3494	Joe Rodgers Santa Cruz, (831-475-4468

## MMBA New Year Race and Chili Cook Off

2003 was ushered in with sunshine, wind, hot chili and good friends. The Master Mariner fleet was out there doing their thing. John Ough graciously performed the race committee duties on his "new" Monterey Fisherman, **Nicki**. Fourteen boats participated in the race. Some boats were never seen at the start; some boats chose their own course to sail and others finished after most of the food was gone. All reported they had an enjoyable sail.

The order in which the Marconis finished (or at least showed up at the Richmond Yacht Club) was:

**Mossie Estelle**  
**Delphinus**  
**Eventide**  
**Echo**  
**Spirit**  
**Lydia**  
**Freelance**  
**Sunrise**  
**Farida**  
**Lara**  
**Valkyrien**

**Lara** once again won the coveted Wizard of Bristol Memorial Trophy. This is the 1960's hair dryer and curler set she only got rid of last year.

The Gaffers all drifted in late in the afternoon cold but happy. They were led by **Aida** (Patti & Skip Henderson's beautiful new boat) and followed by **La Sirena** and **Polaris**.

Ariane brought 10 cadets from the Spanish tall ship, **Juan Sebastian de Elcano**. They had a great time guzzling Budweiser and touring all the boats (see them with Corinne Bressler and Sue Proudfoot on **Polaris**). Each cadet left with a MMBA sweatshirt.

There were quite a few people at the chili feed. I must admit that I lost track between who crewed for whom and who came by land, but all the chili was gone by the end and everyone had a good time.

Thank you to Anne & John Tucker and Bob Rogers for all the help they provided in setting up the room, tending bar, monitoring activities and cleaning up afterwards. They were great!

*by Dee Dee Lozier  
Stroma of Mey*



*Photo by Bob Griffith*



*Photos by Ariane Paul*

## SECURITY UPDATE – 2003 from PICYA

The terrorist threats against the US on Sept. 11, 2001, and the heightened terrorist threat level have increased the need for safety and security measures in U.S. ports and waterways. Every recreational boater should be aware of these measures. Violating these measures could result in up to 6 years in prison, fines up to \$250,000, and seizure of the associated vessel. This document is posted at most SF Bay yacht clubs . Reproduction and dissemination of the document is encouraged!. questions: [randytrudeau@hotmail.com](mailto:randytrudeau@hotmail.com), (925) 254-2441.

**TEMPORARY SECURITY ZONES:** In order to prevent further terrorist acts, the Coast Guard is establishing temporary security zones as follows:

- Extending 100 yards in the United States Territorial Waters around all cruise ships and tank ships that enter, are moored in, or depart from the San Francisco Bay and Delta ports, CA. **Effective until further notice.**
- Extending 100 yards in the United States Territorial Waters around all high interest vessels (HIV's) that enter, are moored in, or depart from the San Francisco Bay and Delta ports, CA.. HIV's are vessels deemed by the Captain of the Port or higher authority as requiring protection, therefore **they will be escorted by a Coast Guard or other law enforcement vessel** with an embarked Coast Guard commissioned, warrant, or petty officer. **Effective until further notice.**
- Extending 25 yards in the U.S. navigable waters surrounding the piers, abutments, fenders and pilings of the GG Bridge and the San Francisco-Oakland Bay Bridge. **Effective until 9/30/03.**

**Any person who will fully and knowingly enters a Security Zone without permission of the Captain of the Port may be fined or imprisoned for committing a Class D felony. Associated vessels may be seized and held liable for any monetary assessments**

**NAVAL VESSEL PROTECTION ZONE:** After 9/11/01, U.S. Coast Guard Pacific Area established Naval Vessel Protection Zones which provide for the regulation of vessel traffic in the vicinity of U.S. naval vessels. **THE NAVAL PROTECTION ZONE IS STILL IN EFFECT!**

- Do not approach within 100 yards of any U.S. naval vessel.
- You must operate at minimum speed within 500 yards of any U.S. naval vessel.
- **Violations are a felony offense, punishable by up to 6 years in prison and/or up to \$250,000 in fines.**

**COMMERCIAL TRAFFIC:** Be sure you stay well clear of any large vessel whose movement is restricted by size. Keep at least 500 yards (¼mile) from any commercial vessel;especially in crossing situations.

**KEEP WELL CLEAR OF CRITICAL INFRASTRUCTURE AND OTHER PLACES OF INTEREST.** These include, but are not restricted to entrances to tunnels, airports, power plants, water intakes, oil facilities, chemical facilities, fuel docks, and military bases. If you have any doubts about a particular spot being regarded as sensitive, assume that it is.

**KEEP A LOOKOUT FOR UNUSUAL ACTIVITY.** Be extra vigilant in the vicinity of sensitive areas, listed above. Examples of unusual activity include:

- Fishing/hunting in locations typically not used for fishing or hunting
- Any aggressive activities
- Unusual filming or diving activities, particularly close to a sensitive area
- Vessels anchored/loitering around commercial vessel anchorages when commercial vessels are present
- Boats underway at night with no navigational lights in or around places of interest

**REPORT UNUSUAL ACTIVITY.** If you see any suspicious activity, notify the appropriate authorities.

- Suspicious activity on or near the water, contact the Coast Guard – (415) 399-3451
- Suspected terrorism plots or activities, contact the FBI – (415) 553-7400
- Suspected smuggling operations, contact US Customs – (800) 232-5378
- Suspected illegal immigration, contact Dept of Immigrations – (415) 844-5347
- For all emergencies, call 911

**FLY YOUR CLUB BURGEE.** This will help identify you and may reduce your exposure to being boarded.

## New Members and Boats

The Master Mariners doesn't see a lot of new boats. Few new boats are built to our exacting standards, and as time goes by there are fewer traditional boats on the bay. Some recent additions to the club, that you may or may not be aware of are listed below with photo's supplied by the owners. Please welcome the new members to the club and make sure to have a look at these very pretty and well maintained vessels.

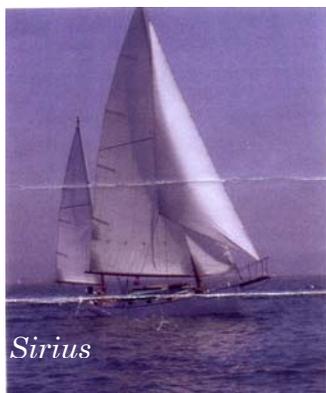


**Saltana**, (left) a beautiful 35' Arthur Rob sloop design, built by Cheoy Lee in 1963 and owned by John Vincent. The boat was previously owned, for many years, by Steve Parodi a past commodore at the San Francisco YC in Tiburon. John is new to wooden boats, but game enough to bring his boat his wife Carla, and his daughter Laura on the Drakes Bay Cruise last Fall.

**Aida**, is Skip and Patti Henderson's new boat that was at the New Years Chili Feed this year. She is a Tom Colvin design schooner, with an overall length of 55', she is 42' on deck and has a beam of 12'. She was built in Taiwan in 1964 and has a teak hull. Most of you know Skip & Patti and their long far and wide search to find their perfect new schooner. What a great new addition to the MMBA.



*Aida*



*Sirius*

**Sirius** is a Ralph Winslow Marconi Yawl, from Southern California. R.C. Keefe bought this very original 1944 yawl late last year. She is 41' overall, 32' on deck and has 9' of beam. The boat was trucked from S. California to the KKMI yard where she is being rebuilt to "Yacht Standard". She will be kept at the St. Francis YC.

**Corsair** (right) is a 28' Slaaby Larsen sloop built in 1960 at the Jensen Boat Yard in Denmark. She has previously been in the club owned by Brian Kennedy, but is now owned by Elise Brewster, who is new to wood boats but is doing a great job of keeping up a beautiful boat that is in great shape.



**Trigger** (left) is a 23' "Bear Class" boat that has been in the club for many years. Scott Cauchois vigorously raced Trigger for 43 years. Alice Merrill of Sausalito is Triggers new owner. The National Maritime Museum is upgrading the Gerry O'Grady Trophy with a new half model and hopes to encourage enough Bear Class boats to race so that they can again have their own MMBA class.

**Nimue** (right) is a beautiful 45' Sparkman and Stephens designed marconi yawl. She was built by AM Marine in Hong Kong in 1963 and owned and extensively cruised by James Koss since 1975. She is kept at the Pt. San Pablo Yacht Club, so make sure you see this beauty at the Spring Pot Luck.



## Opening Day Visitor – The Brig “Irving Johnson”

Two new twin brigantines have recently been built for the Los Angeles Maritime Museum, the *Irving Johnson* and the *Exy Johnson*. The **Irving Johnson** is making its maiden voyage up to SF Bay and will arrive under the GG Bridge at 1600 on Thursday April 24<sup>th</sup>, departing Monday morning May 5<sup>th</sup>. Captain Todd Burgman plans to participate in our 2004 regatta (he wanted to race in May 2003 but is busy with youth programs). Sail San Francisco and Hawaiian Chieftain are scheduling the **Irving Johnson** here. Captain Todd said they are still open on Apr 28 & 29, so possibly we could have a little get together with their crew then.

Thu	Apr 24	Arrive through GG Bridge at 1600
Fri	Apr 25	Open to public at the Pacific SAIL EXPO at Jack London Square
Sat	Apr 26	Sail organized by Golden Gate Tall Ship Society
Sun	Apr 27	Opening Day Parade Sail, & later at Battle Sail with Hawaiian Chieftain
Fri - Sun	May 2 – 4	Public Sails organized by Sail San Francisco
Mon-Fri	May 5 – 9	Sail Training Voyage to Morro Bay, 20 people can sign up for this trip

[www.brigantines.com](http://www.brigantines.com), [www.sailsanfrancisco.org](http://www.sailsanfrancisco.org)

Ariane Paul

### Vessel Specifications:

#### **ST/V Irving Johnson & ST/V Exy Johnson**

Sparred Length:	110.8 feet
Length Overall:	90 feet
Displacement:	128 long tons
Sail Area:	4,540 square feet
Beam: 21.75 feet,	Draft: 11 feet
Rigging Height:	87.6 feet
Engine:	Caterpillar V8 Diesel, 315 hp
Electric:	Northern Lights 16KW generator



## A “Classic” Commentary from a Canadian Friend

While in British Columbia, Sue and I had the pleasure of meeting Mr. Julian Matson, the resident proprietor of Boat Harbour Marine Limited. He was the owner of the lovely classic motor vessel “Argonaut II”. We could tell by the outstanding appearance of the boat that he loved her. “Argonaut II” was one of the Missionary boats important in the development of the British Columbia area. It was built in 1922 with lovely lines and pintail stern. We felt fortunate to have a personal tour of the vessel, and even more fortunate to be invited to keep “Farida” in his care for the winter. This past Labor Day holiday, Julian delivered a banquet speech in Victoria, BC, as Honorary Commodore of the 25<sup>th</sup> annual Victoria Classic Boat Festival. With his permission, I would like to share what it means to him to have a “classic” wooden boat. I know many of us feel the same way. Below is an excerpt from his speech:

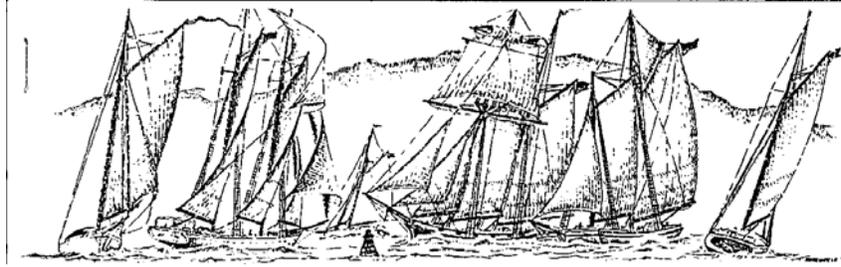
“We use the word “Classic” What do we mean by Classic? The word is on a can of Coca-Cola and is used to describe a plastic replica of a MG, but after 40 years of being associated with “Classic” vessels and “their people”, and I use the words “their

people” as one does not have a “Classic”, the “Classic” has you. “Classic” vessels are often described by a set of rules and specifications, but, as you spend time at the show this weekend, you will understand that a “Classic” is just not a type, kind, or period, it is something far deeper...it’s a process. I see the word “Classic” as being open to a more profound interpretation. Boats become “Classics” because of the love, sweat, and yes, tears that go into them over the decades. It’s a name hard earned, hard maintained, and always presented with pride and affection by a group...a loosely affiliated subculture of wooden boat enthusiasts, who understand the essence of the concept...because THEY ARE THE ESSENCE. It’s not just about the boats, Classic Yachting is a way of life and once you are smitten, you are married, yes, having a “Classic” is like a marriage. If you look after the old lady she will last a long, long, time.”

Wow, quiet a speech Julian! I think we all see why he was this year’s selection as Honorary Commodore  
Mike Proudfoot,

Farida

## THE 2003 MMBA REGATTA



**The Annual MMBA Regatta will be held Saturday May 24<sup>th</sup> 2003.**

Noon on May 24 2003 will find me aboard a powerboat anchored in front of the St. Francis Yacht Club starting the best race for classic wooden sailboats in the world. A fleet of close to 100 beautiful vessels will be reaching off towards Little Harding Buoy at five-minute intervals and for the first time in twenty or so years I will not be going. This is the thanks I get for being around so long and being elected an Officer of the Master Mariners Benevolent Association.

A tremendous amount of work by a lot of people takes place for this race to happen. Your job as a qualified owner- skipper is only to participate, first of all safely and then to have fun. The venue is there. A beautiful bay, protected from the ocean swells. The City with skyscrapers to the South. A Suspension bridge to the West that people come from around the world just to look at. An island in the middle of the bay and another to the North. A ridge of hills to the East. There will be wind! There is always wind. (I guess the wind could be absent, but then, that will be a story in itself).

MMBA will provide the rest. A start line, buoys to round, and a finish. There is even a huge party

afterwards. Every effort is being made to make this an event that all skippers come away from happy.

There will be invitations with applications available at the MMBA Spring Potluck on March 22<sup>nd</sup> at the Point San Pablo Yacht Club. Others will be mailed after that. Owners who suspect they have eligible vessels but receive no invite and wish to apply can contact the MMBA in any way (phone-email-website-snail mail) and applications for membership in the MMBA (a requirement to race) and the race itself will be readily available.

I especially would invite any owner who has questions or reservations about whether he would be interested in participating to contact an officer of the MMBA for information. Anyone of us would be happy to help you. Perhaps we could put you in touch with an owner of a similar boat. Perhaps we could put you in touch with an owner who seems to have a similar outlook on racing as you. All owners must know that the decision to participate must finally be made only by them.

I hope to see you all from the deck of the start boat on Saturday May 24<sup>th</sup>, Memorial Day weekend 2003....

*Jeff Stokes*  
*Vice Commodore*

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

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### Handicapping Update

We've been hard at work improving our race handicapping system. With all the different types of boats and different interests of our membership, this has been no easy challenge. We have enlisted the help of international handicapping experts including even Olin Stephens. This has been an exciting and challenging effort, and we think you will like what we have come up with. We think this race will be even more fun and exciting for everyone.

We will present the handicapping changes at the Potluck at Pt San Pablo Yacht Club on March 22nd.

You will hear about the changes and how they may affect you. We will tell a bit about how we got where we did and >also what you will have to do to win a champion flag. You will even get a chance to put in your two cents on a couple of key issues. We hope you will join us.

*Bob Cart and Bob Rogers*

## Restoration of Flirt (89 year-old Sloop)



All pictures from P. Strietmann, article P.9



## Restoration of Flirt (89 year-old Sloop)

On December 7<sup>th</sup> 2002, at Anderson's Boat yard in Sausalito, Peter Strietmann's 88 year-old sloop **Flirt** was re-launched after a complete restoration (supported by an endowment left by Donlon Arques). Only 5-10% of the wood in her original hull could be used. There was a brief article in the "Sightings" section of the January 2003 issue of Latitude 38 describing the boat, the restoration and the added features. Here, Peter Strietmann gives you his own description of the restoration and **Flirt's** history. Editor



Length overall  
31'10"  
Length waterline  
20'1"  
Extreme beam  
9'11"  
Cabin headroom  
4'6"  
Sail-plan:  
Gaff-Marconi >  
Running Back-  
*before and after*  
1988 Bunker  
Masthead Jib



The hull and cabin top are Alaskan Yellow Cedar. The stem, transom, breast hook, mast step and mast partners are Bay Laurel. The cabin trunk is Western Red Cedar. The cockpit is teak and Alaskan Yellow Cedar. The deck beams are Douglas Fir and the deck is Marine Ply. The mast is a solid piece of Douglas Fir (turned) as well as the boom. The interior is Douglas Fir and Honduras Mahogany.

William Lund and Ralph Flower originally built Flirt in a backyard near Vallejo between 1913-1914, working from plans by C.D. Mower, a well-known boat designer at the time. Both men were employed at the Mare Island Naval Shipyard. Previous owners:

1914-1928 Lund/Flowers, and for a time  
Judge Brown (of Vallejo)

1928-1942 Dr. Leo Eloesser

1942-1947 Michael Klak

1947-1949 Elaine Blair

1949-1974 Lincoln Fairley

1974-1978 Howie Rosenfeld/Joy Drury

1978-1983 Jerry and Diane Brendan

1983-1990 Peter Deragan

1990-1995 Reason Bradley

1995-1999 Kay Small

1995-2000 Peter Strietmann

We started the Flirt restoration in 2001. Since Flirt qualified as a boat of historical significance, she received a generous subsidy from *The Arques School of Traditional Boat Building* (directed by Robert Darr) in the form of assisted labor and some local Bay Laurel and Locust milled by the school. Dan Jones headed up the project and saw it through to completion; He started by building external moulds to support the hull located with about 4-ft sections between them. The cockpit, house, interior, engine, transom, stem, floor timbers, hanging knees, mast step, mast partners and deck beams were removed. Then they removed every other frame and about half of the planking so the new frames could be clamped to the old planking still captured by the moulds. After the new frames were steamed in and temporarily fastened the other half of the frames were removed and the rest of the frames were steamed in to complete the framing. At this point the moulds were removed and the new deck beams were fastened.

Elie Sainfeld built a new transom from local Laurel and Locust.. We then removed what remained of the old planking and lined off the hull for the new planking. Great care was given to eliminating as much of the extreme plank shapes as possible, although due to Flirt's hull shape there was still a considerable amount of frown in the planks making scarfs necessary in most planks. Flirt had seriously hogged over the years so we put her original sheer back by adding 2" to the transom height, 4" to the stem height and notching some of the deck beams amidships. Dan and Elie planked Flirt with 1" Yellow Cedar from the Pacific NW and fastened with 1 $\frac{3}{4}$ " #12 bronze screws. The deck was laminated out of Marine Ply. Dan

then built the cockpit, Ron built the mast step and interior and they then steamed and laminated the three 28' X 20" Western Red Cedar planks for the cabin trunk with a 4mm marine ply laminate in the middle. A cold molded cabin top was built with a fore and aft layer of 5/8" Alaskan Yellow Cedar and two diagonal layers of 1/4" cedar. We trimmed her out with Teak hatches, toe rails and eyebrow and put on her reshaped original bowsprit and a new rudder. We fabricated new bronze chain plates, hanging knees, crane iron and bob stay plate (Dan cast this about 20 years ago and had it sitting around collecting dust; one of his many donations to the project). One dreary November day we had a putty party and all Flirt's seams were filled. A week later we rolled her over to Anderson's yard where we dropped her stick in and with the help of Al from Arc Battery, her batteries. On December 7, 2002 Flirt was launched.



The boat builders who contributed significantly to the restoration were Dan Jones, Elie Sainfeld, Ronald Schmidt (Elie and Ron *Arques School of Traditional Boatbuilding* graduates) and Craig Telles (until an unrelated accident left him on crutches for a couple of months. The mast and boom were in good shape and only needed to have the fittings regalvanized and finish redone. Frank Werner and David Clifford fabricated all the bronze and metal work. Jim Plumbly did the rigging and Sylvie Faucher put on the final coats of paint and varnish.

**Flirt** has an electric outboard that slides into a well on the aft deck. I made it removable so as to eliminate drag while under sail (especially racing). The motor is 48 volts and rated the equivalent to 15 hp in a 2-stroke gas motor. She should run at least 6 hours at half throttle. She does 5 knots at full throttle and about 4 knots at half. I have a door that closed off the bottom of the well while sailing to reduce drag. Flirt was originally launched without an engine and over the years has had several gas engines. It is amazing to motor around virtually silently and with no fumes or smell of fuel.

I took the house lines off Mower's "**Jessica**" design, as she is virtually the same boat except he designed her with a fixed ballast keel. **Flirt's** original centerboard and trunk was abandoned early on as she was found to be too tender for Bay sailing. I took the new house camber from **Jessica** as she had no centerboard trunk and did not require the height for a person to get over the trunk while below. I also returned the cockpit seats to Mower's original designed length running full length in the cockpit and removed the bridge deck. The cabin top is cold molded with the bottom layer running fore and aft chamfered yellow cedar, I think it is very strong and no athwartship beams to crack your head on. While aesthetically I liked the varnished beams they had a few painful meetings with my forehead and now with the even lower house top it seemed appropriate.



We fastened the fixed split backstay inside the new transom mainly for aesthetic reasons. I have shortened the boom to clear the backstay and have gone to a masthead jib rather than a fractional in an effort to reduce the excessive weather helm. The new jib is on a Wykam Marthin furler, the furler has been around for over a hundred years and it seems they have worked out the bugs. In late January the new Ullman sails arrived, we took her out for a shake down sail and found everything to work quite well. She now has a much better balance and points much higher. Another thing new to **Flirt** is that she made no water even while putting her rail under.

All in all things are looking good. What amazed me most after the launch is that she now sits extremely close to her designed lines from her centerboard days. I guess I underestimated how much water, rotted wood absorbs and how much we could lighten her through modern construction methods. I think Flirt is a real tribute to all her owners who took such good care of her.

*Peter Strietmann, Flirt*  
*All pictures from P. Strietmann*

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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>

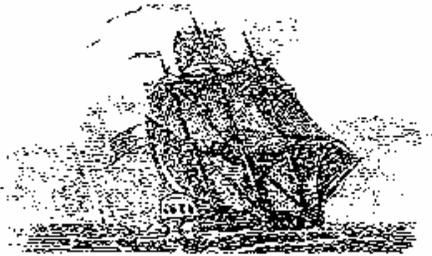
If you aren't receiving any MMBA group emails, please contact [mastermariners@hotmail.com](mailto:mastermariners@hotmail.com)  
Material to be published in Shellback, send to Frances Dugdale ([fwilkers@sfsu.edu](mailto:fwilkers@sfsu.edu))

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

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