



The Shellback

Since 1867

November, 2003

Frances Dugdale, Editor

New Year's Day Race Chili Potluck & Tacky Trophy Exchange

Start the New Year out right – **Go Sailing!**

The Race:

- 11:00 Warning (White Shape)
- 11:05 Preparatory (Blue Shape)
- 11:10 Gaff Start (Red Shape)
- 11:15 Marconi Start (Red Shape)

START: Between the end of the pier at the northern side of the entrance to Clipper Cove on Treasure Island and Green Buoy #3. A committee boat may or may not be on station. Racers are requested to take their own start times.

COURSE: Leave Red Rock to starboard if there is enough wind. Monitor channel 68 for course change due to lack of wind.

FINISH: Between Richmond Yacht Club race deck and “Killer Green” (Richmond Channel – green buoy #7)

HANDICAPS: Special credit will be given for the use of many and colored sails or anything else that pleases the race committee. Complaints will be dealt with in an appropriate manner.

TIME LIMIT: All yachts should plan to finish by **14:15** and can use power allowance if necessary. (No complaining if you stay out because the sailing is so wonderful and there is no chili left when you finally come in – sailing is your reward)

TROPHIES: Each and every vessel supplies a trophy to the vessel finishing immediately ahead. Tackiness is expected and applauded. The winner shall present its tacky trophy to the last place yacht. **Land Cruisers are also encouraged to bring tacky trophies and award them as they see fit.**

The Party:

The Richmond Yacht Club. (For directions, go to <http://www.richmondyc.org/>)
(There is an 80% chance we will be back upstairs in the dining room bar area this year – but no definite promises yet. It depends upon whether or not the Club Steward is willing to work – it is his day off and normally the club is closed.)

Marconi rigs bring salad and dessert (for 4 or more)

Gaffers bring chili and bread (for 4 or more)

Guest Dock:

There should be plenty of room in the guest dock to raft up. Please keep the hoist area clear.
If you want to spend the night, you are more than welcome. Just contact the club (510) 237-2821.



For additional information contact: **Dee Dee Lozier (510) 653-8820**

From the Quarterdeck

Time flies and we move into the New Year. The board has met four times already under my term. The meetings have been productive with new energetic members. Most of the things we discuss and resolve are outlined in other articles in this Shellback. Here is an item to bring to your attention. A motion was made, seconded, and unanimously passed. November 17, MMBA Board Meeting at PSPYC. "The Board will not reject for membership because of their nontraditional planking, two distinct Class boats; The "Spaulding 33", a S.F. Bay designed and built Classic Sailing Vessel. The Barney Nichols "Buccaneer" another S.F. Bay designed and built classic". The Board accepts their planking design and materials. These two distinct vessel types will have to apply for membership with a filled out standard MMBA application form and current picture attached. The vessel will be subject to inspections by a Board member. The vessel is then proposed, seconded, discussed, and voted upon, for acceptance as member (as occurs with all other applications to membership). The Board does not make this decision lightly. After much heated discussion over the past years we are having to expand our parameters slightly. There is a finite number of classic plank on frame vessels out there. There is not a member of the Board that does wake up in the morning and goes to sleep at night dreaming about Classic Wooden Sailboats and trust that the membership accepts our decision and welcomes any of these new vessels into our group. All discussion of "this" and "that" is welcome and that is why there are Fords and Chevys or Hershoff and Alden or Spaulding and Stephens etc. There are certainly no Fords or Chevys in the Club but even Nautigal built in 1938 (S.F. Bay all the way) has plywood bulkheads.

Commodore Jeff

ShellBack On-line?

As more of our membership have access to email and the internet we are considering supplying the Shellback as an on-line pdf file to your email address rather than mail with the regular US Postal Service. Already we are trying to ensure that past Shellbacks are available through the web site although current server size limits this.

Going to production on-line via electronic mail would also reduce the cost of Xeroxing, printing labels and postage, as well as lighten the load for the volunteer (s) who gets to do all the mailing.

MMBA SPRING POTLUCK

The ninth annual POTLUCK will be held at the POINT SAN PABLO YC (in Pt. Richmond) on Saturday, March 20th 2004. Put the date in your new calendar. Come on Friday and stay till Sunday. Visit the village of Pt Richmond and/or take stroll to the Red Oak Victory.

Call John Tucker 510-215-6620 for further information and watch for articles in the "Shellback" and the MMBA message machine.

John Tucker jtucker903@sbcglobal.net

Jessica Cup 2003 *Race Results from the St Francis Yacht Club*

- Marconi I:** 1) *Elizabeth Muir*, David Hamilton, (*Barbara*, R.Klemmedson and *Radiant*, J.Kitchen DNF)
- Marconi II:** 1) *Sunda*, Bob Rogers; 2) *Flirt*, Peter Strietmann; 3) *Stroma of Mey*, Dee Dee Lozier; 4) *Adagio*, David Howell; 5) *Freelance*, Rich Salvini; 6) *Viking*; 7) *Simpatico*, Tom McGowan; 8) *Nautigal*, Jeff Stokes; (*Runa IV*. DNS)
- Farallon Clipper:** 1) *Youngster*, ; 2) *Credit*, Bill Belmont; 3) *Echo*, Jack Coulter; 4) *Patita II*,
- Gaff:** 1) *Brigadoon*, Terry Klaus; 2); *Makani Kai*, Ken Inouye; 3); *Johanna*, Richard Ruddick; 4) *Dutch*, Richard Dugdale; 5) *Yankee*, Richard Ford; 6) *La Sirena*, Glenn Burch; (*Aida*, Skipp Henderson DNF)

Jessica Cup to Elizabeth Muir, Yankee Cup to Brigadoon

Once again mid-October found Makani Kai out on the bay, making her way up to the SFYC guest dock for this years Jessica Cup. This is a St. Francis event that invites qualifying wooden boats with a LOD of 30ft or over. We were joined at the dock by several Master Mariner boats on Friday afternoon for quiet camaraderie before the next day's race.

In addition to good company of the other MMBA boats, we were entertained that afternoon, watching as the Melges finished their weeklong racing. The next morning we awoke to the foghorns on the Golden Gate Bridge and the fog hanging over the bay. While the fog slowly dissipated we were again entertained at the quest docks watching the Star boats being launched and rigged. There was quite a difference between our big heavy wooden boats and these high tech rockets. However, the common

denominator is that we all sail with the same wind. One question though, where do they stow the beer?

Our crew arrived and we picked up our race instructions with the course sheets at the club and headed off to set up before our start. We lucked out with 12-15 knots of breeze and the promise of some great racing. The Jessica Cup has a more conventional start with classes starting together in contrast with the Annual MMBA regatta held on Memorial Day weekend. The time on distance handicaps are similar to those used for our Annual MMBA Regatta. For this race, the three classes represented were the gaffers, Farallon Clippers, and the big marconi's. With this racing venue, starts, on-course tactics, and boat for boat position at the marks are more challenging.

At the gun for the Gaff class came Makani Kai, Brigadoon, Dutch, Johanna, and Yankee charging across the line and then close reaching across the bay to Yellow Bluff. Aida and La Sirena were not far behind. It didn't take Brigadoon long to use her waterline and sail area to the fullest to pass us mid-way to the first mark. Yankee was coming up fast behind, but we managed to take the inside track and rounded Yellow Bluff first. Playing by the rules, we were able to keep Yankee at bay until she kicked up her heels, sucked in her boom, and flew past us on her way to Harding Rock. With Yankee and Brigadoon in front, our next challenge was to keep Johanna and Dutch behind us as they were fast approaching. The rest of the course had us reaching back and forth from Harding to Fort Mason to Harding to X mark in front of the Golden Gate YC and then to the finish mark to the finish off of SFYC. As we approached the finish, the winds lightened onshore and the building flood made tactics important on the last beat up the city front. Johanna was closing in on us on this leg, but we were able to maintain our lead and finished boat for boat ahead of her. The final confirmation for placement was at the Awards Reception; all divisions well represented.



After the awards reception, we visited with our fellow competitors at the buffet dinner that included great entrees, dessert, wine, beer and sparkling water. The dinner was well worth the price, and we stayed until all the desserts were consumed and the well went dry. Maybe it's a pipe dream but I keep thinking that some day the Annual MMBA Regatta in the spring, Jessica Cup in the fall, and maybe one other regatta at the end of summer may become a series where MMBA boats would accumulate points for 3 regattas. Sailing in these different conditions would certainly even out the playing field for boats favored in heavy, moderate and light winds.

For now, plan for the next MMBA Regatta on Memorial Day weekend and the Jessica Cup next year, where St. Francis YC plans on scheduling 3 races over the 2-day weekend.



The Klaus's, **Brigadoon**, Dee-Dee Lozier, **Stroma of Mey** and Sharon Ruddick, **Johanna** by A.Leersen

New Faces at MMBA



We are pleased to announce that at the October 2003 meeting, Stephen Gort was named Director and was elected Rear Commodore. He fills the vacancy left by Bob Cart who did an excellent job getting our sponsorship and other projects well on their way for 2003. Stephen will continue as Secretary and among other tasks he is working on a project to streamline and improve our organization's information management.

Some of you will remember that Stephen is a former Secretary of MMBA. He owns and races the Bird Boat **Polly**, which was the first boat to benefit from the **MMBA Historic Small-Craft Preservation Foundation** (1988). He and wife Ellen have recently returned from living for several years in Ireland. They are retired and living in Napa, and are members of the Sausalito YC.



Traditional Small Craft Assoc./ Aeolian YC Wooden Boat Cruise-In Sept. 26-28

Alma
Valkyrien



The weather was great and the tides were high. The following MMBA boats showed up:

Aida (Skip and Patty Henderson), **Alma** (Al Lutz, Alice Watts, Joe Dog and crew)

Valkyrien (Dean Gurke), **Little Packet** (Dick, Barbara and Nicholas Wrenn)

Flotsam (Don Keleher), **Bien Jolie** (Bill Desmond)

Merry Bear (Bill Doll/Maritime Museum), **Sugarfoot Bear** (Dave and Betsy Hallidanen)

Also: Prospective members **Runa** (1918 Sloop) Terry and Eld Flugan, Barbara Ohler's Folkboat

The Aeolians served an excellent port loin with all the side dishes plus a variety of desserts. There was the usual excellent breakfast on Sunday. Thanks to hosts, Barbara Ohler, Cricket and Pete Evans and the bartenders and the great cooks. Plan on it for next September.

John Tucker, Duchess



NEW MEMBERS?

Please support the Master Mariners. Pages 5 and 6 of this Shellback are a pamphlet about becoming a member of the MMBA. If every member could find a boat that qualifies for membership and put the pamphlet on the boat then we could increase our numbers and hopefully save more wooden boats.

Summer Cruise to Southern California

by Bob Griffiths

As some of you know I have been sailing EVENTIDE to the Southland every other year since '90, usually no further South than Catalina, although I have made to San Diego, a couple of times, and before retiring in '88, mostly no further than Santa Barbara, due to time constraints with work. Several times I have taken one crew on the leg between Morro Bay and Berkeley, and earlier family members for all or most of the trip. Being somewhat shorthanded, the Southbound part is daytime sailed between reasonably spaced anchorages, with several days at Morro Bay. Still very friendly, read touristy. The Yacht club has always been more than accommodating, I've established friendships there over the years, and Bryan Crowe (MMBA member) and his family are usually around. The Club always makes space for another boat, has showers, laundry, Happy Hour on Fridays and Hamburger Nites on Wednesdays, and all kinds of shopping nearby. After getting out the Gate with an ebb, the possible southbound anchorages-stops on the way include Half Moon Bay, Ano Nuevo, the three Monterey Bay Harbors, usually bypassed, Stillwater Cove, highly recommended, Fifers, very handy if needed, and San Simeon.

Leaving Morro Bay mid morning, and passing Point Buchon, Port San Luis will be about eight miles to the East, which I have found to be a wonderful warm spot, if conditions pick up too much to be able to fetch Point Buchon returning northbound. PG&E's Diablo Canyon plant, visible to the East, now has a safety zone. On to rounding the Points Arguello and Conception in daylight, watching for gusty offshore wind shifts, and sailing around Government point into Coxo anchorage. To look like a veteran, power sail right through the kelp, engine in neutral, and anchor, celebrate with a little wine and a barbeque and enjoy the abrupt change to warmer weather.

On the subject of weather, the NOAA, Oxnard, stations are usually, but not always available, five or six channels, broadcasting hourly automated updates, very handy. The next morning, after breakfast, if it's not honking outside, a four hour reach to Cuyler Harbor, San Miguel Island, might be in order. Otherwise pass it up and sail on to Santa Rosa or Santa Cruz. Cuyler Harbor can be quite nice or gusts to 50 down off the hill. but a super anchorage. Hang around for a day or two if its nice, check out the Sea Elephants, talk to the rangers, walk the beach (all the abalones are long gone, sob). If in the next morning, it looks like a 50 knot afternoon in the anchorage, pull the hook after breakfast and sail for points East (yes the coast from Arguello to Newport Beach is mostly West) to, where else? With 50 knots of wind down the hill, it can still be a pleasant downwind 15 to 25 knot westerly outside.

At this point I would like to put in a plug for Bryan Fagen's two books, "Cruising the Channel Islands" and "Cruising the California Coast, San Francisco to Ensenada." I use them both as a very handy reference, and would recommend them, for anyone contemplating either.

Although dated, they're still timely and accurate. Santa Rosa has several anchorages, and Santa Cruz's numerous, on both the North and South sides. Before choosing the South Side, check the amount of southerly swell, which if built up makes this side, at the best uncomfortable, and better postponed. Anacapa is basically for fishing and diving and not recommended for overnight anchoring. Visiting the Santa Barbara Channel Islands, is best done on the way down, saving the inshore passage for the return, lighter winds and favorable currents, sometimes, back up to Coxo. Inshore from these Islands, are harbors at Santa Barbara, Ventura, and Channel Islands/Oxnard. I tend to prefer the latter, but all are friendly, accommodating, have all the services of a major city, are quite different from one another and are a half day or less apart. Moving East, there is an anchorage under Point Dume, Paradise Cove, about half way between the Palos Verdes Peninsula and Oxnard, recommended if it fits in with timing, traveling in either direction. Marina del Rey and King Harbor are to the West Side of the Palos Verdes Peninsula and San Pedro,



Eventide and Farida

Wilmington, Long Beach (L.A. -L.B. Harbors), to the East. San Pedro is as far as I go, have always been able to rent a temporary slip for a couple of months, and spend about half my time in town visiting and the rest at one of the many anchorages or coves at Catalina, where there is always an older than I poop with tales of racing against or on EVENTIDE in the '60s, visiting aboard to relate some more history.

All kinds of information about Catalina anchorages and moorings can be found elsewhere. I've been able to bypass Avalon (now 6,000 day visitors off cruise ships clustering) for the last 30 years, but that doesn't mean others won't find it romantic, charming and exciting, as I once did. Avalon is a no discharge zone, dye marker in the head and the moorings are full on summer weekends. Catalina's weather is predictable, the water clean and warm for swimming, fishing is good, and during the week and after school starts, it's still not too crowded. Most spots on the North side can be reached with a pleasant mid-day sail from the L.A. Light in four hours, and an afternoon sail back in three. To go around the West End and down to Catalina Harbor, takes a couple of hours longer from San Pedro, and the same from M.D.R. from which it's an easier, but longer, sail. Since the '40s I have always been able to find good anchorage in the area below Long Point between Hen Rock and Whites Cove. I have made it in a daylight day between here and San Diego, each way so for the adventurous, a South Coast visit as far as San Diego, with Oceanside, Dana Point, and Newport Harbor might be interesting, on one side of this loop. During this time (early August), while hanging out in San Pedro and Catalina, the McNish Classic is happening back up at Oxnard. Singlehanded and organizing a crew, and a 150 mile round trip to do this is a little much, and also the design cutoff is 1953, so EVENTIDE can't make the cut. I was, however, able to hang out with the Proudfoots and FARIDA at Cherry Valley Cove for the rest of the week, after they had done this. They are now on their way to Ireland.

When the Summer's over and it's time to come back, it's an uphill story with shorter days. Listening to the weather and taking full advantage of light winds (on the nose) and motor/motorsail/sail back on up. More than likely this will include night work and sometimes fog. I try and avoid both at the same time, have a plan, and don't hesitate, if things get too nasty, to turn back to a safe place, the consequences of trying to make an impossible schedule can be devastating. Although I've done this trip with only an RDF, having the wall mount GPS with waypoints saved at the safe points, anchorages, etc. gives an unmatched sense of security. Taking it easy and staying several days again at Morro Bay, I have been able to make it in ten days to two weeks. This time between Morro Bay and Stillwater, I was able to anchor just below Lopez Point, never did this here before, but with the GPS, the sounder and a little starlight, in the morning I was in the right place. This most recent trip took 3 and a half weeks, eleven days from Stillwater Cove to Half Moon Bay, waiting out the weather at Ano Nuevo and Santa Cruz, bummer.



NOTES:

- ⚓ There are some charted but unmarked offshore obstructions: A one fathom spot in the kelp entering the north side of Carmel Bay, a rock outside Point Sur, and Sur Rock just below, Von Helm Rock, South of San Simeon, a rock outside Point Conception, and another outside Point Vicente. Increased wind speeds can be expected off points/headlands, and don't always decrease after passing, and over the years, I have the greatest respect for Point Sur.
- ⚓ If it looks like it will be an overly brisk afternoon, I put in a double reef prior to leaving anchorage, much easily shaken out if not needed, than reefing at sea, and the boat balances wing out and on autopilot (Alpha 3000), much more comfortable, with little or no loss of speed
- ⚓ Entering/leaving Half Moon Bay and Cuyler Harbor safely requires a chart. The passage between the Ano Nuevo red buoy and the anchorage requires a swoop of about a quarter mile southward, using the sounder.
- ⚓ There are several good safe mainland side anchorages, between Santa Barbara and Coxo, used as recommended in Fagan's books, El Capitan, Refugio, and Secate. Sometimes afternoon offshore gusts below canyons, like Gaviota, can turn the surface of the water into vapor, so have used these on occasion, and proceeded to Coxo, or Morro Bay, when the wind slacks enough.
- ⚓ Passing Conception northbound under power, swooping in off the beach/shore off Jalama and Airlight seems to have less bumpiness and more favorable current than a straight shot to Arguello.
- ⚓ Fuel/gas/ice/groceries/water are unavailable between Santa Barbara and Morro Bay, and there to Monterey, I keep the gas tank full and carry extra containers Northbound.

Drake's Bay Cruise 2003

John Blackmore was the Beach Master for Drake's Bay Cruise in October and organized a successful oyster feast on the beach, while Bob Rogers was busy attending his daughter Nicole's wedding (Congratulations Bob).



Boats attending included

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Nautigal,
Ouessant,
Nehemiah,
Makani Kai,
La Sirena.
Finesse.



RIVER RAT CRUISE - JULY 20, 2002

The annual River Rat cruise was a blast. We left on July 26th this year. Four MMBA vessels participated; **Paiute**, **La Sirena**, **Lara** and **Mossie Estelle** all ventured up the river for some R&R. The water was cool, the air was hot, and we never ran out of cold beer.

Lance on **Lara** made the trip single-handed this year. That's a mighty big boat and a narrow slough, but he made it no problem. Maybe he just wanted Sara and Gus to be there waiting as an arrival committee? Glen on **La Sirena** lost his windlass handle so he was literally stuck until we could get another made at Metal Magic. Was that just an excuse to stay another week or two. Hmmm. It is pretty nice up there and from the looks of some of the other boats around, they lost their windlass handles years ago. Craig and his sister on **Paiute** grew up going to Steamboat with their parents - real 2nd generation river rats. This time they ushered in the their respective children for the third generation.

It's interesting that everyone who goes to Steamboat has usually been there before. Maybe it doesn't sound so appealing? I don't know. But I do know that no one seems to only make the trip once! It's sublime. **Mossie Estelle** stayed there all the way to Labor Day with a revolving crew. We almost made it back in time for the trip to Petaluma, but had to pull over at China Camp to recompress before the return to workaday. What a great summer in the Delta on an old wooden boat.





Chickenship Race to Petaluma

For many years the Master Mariners have raced to the Petaluma River entrance and traveled the beautiful Petaluma River on Labor Day Weekend. Some years there were twenty or so vessels frolicking on the river, spending the weekend at the downtown Petaluma turning basin, and partying at the Yacht Club. Over the years fewer participants have come; a few years ago Petaluma hadn't dredged the turning basin so several Master Mariner boats went aground and on their sides. This dampened spirits for the event.

However, Petaluma is such a great destination on Labor Day weekend that competition for dock space, which is on a first come basis is sometimes very scarce. The power boat fleets always beat the sailing fleet to the turning basin, and of course they take the deep water berths. This year Salty Dog (Tom Bamberger) and Little Packet (Dick Wrenn & Jeff Stokes) arrived two days early to commandeer space in front of the Petaluma YC for the MMBA fleet only to find that Inismore (Daniel and Robin McGinley) and Polaris (David & Corrinne Bressler) were the only other boats to do the three day trek to Petaluma. Several Master Mariner groups choose to drive up for the Saturday night barbeque and party including: Ariane Paul, John Blakemore, Robert Briscoe & Margie Siegal, Skip & Patti Henderson, Dan Frederick & Friend, Barbara Widmer & Nico Wrenn. I was partying hard enough that I'm sure I left someone out.

On Sunday evening, Inismore won the Cluck Up trophy for the boat that went aground. Daniel says that he was inside the edge of the channel, just before the first railroad bridge. Even though his vessel draws 7'2", he managed to get out of the Petaluma River and channel at a low tide, without touching once. He also won the coveted turkey leg trophy. This is the trophy that has the middle digit pointing straight up and is the reward for first to finish. Polaris won the beautiful "last to come" trophy which is a beautiful chrome plated artificial inseminator for cows, mounted on a varnished mahogany wall placard.

Sunday's river run was quite different with heavy fog, which got so thick that you could not see the width of the river. Luckily the fog cleared up nicely at Lakeville and the channel was flat and warm back out to San Pablo Bay. The Master Mariner Board has decided to rename this event, the Summers End Regatta, so that it may or may not be to Petaluma next year. Ken Inouye will be hosting the 2004 event.

Dick Wrenn, Little Packet

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

MMBA WEBSITE: <http://www.mastermariners.org>, EMAIL ADDRESS: mastermariners-sf@yahoogroups.com

GROUP WEBSITE: <http://groups.yahoo.com/group/mastermariners-sf>

OUR CLUB WEBSITE: <http://clubs.yahoo.com/clubs/mastermarinerssf>

If you aren't receiving any MMBA group emails, please contact mastermariners@hotmail.com

Material to be published in Shellback, send to Frances Dugdale (fwilkers@sfsu.edu)

BOATS FOR SALE:

Johanna, a 1987 John Alden gaff cutter, 51 ft. LOA, Mahina Yachts (206) 842-6834

Brigantine "**Rendezvous**" Yup, Ive got to sell her. Price: firm. COI expires 2005 but will be restricted as part of the sale! <http://www.rendezvouscharters.com/rend.htm>, Email: rendezvous@earthlink.net

NEED CREW: Bear boat #20, Trigger. Well taken care of boat owned for 45 years by Scotty Cauchois. I have had her for a couple of years and need a partner to share in the work and sailing. Trigger is in Sausalito tucked in by Smokey, Camembert, and Puff. .Alice Merrill 415 331-7480, alicem3@mindspring.com

Looking for the owner of a 25 Friendship sloop from a marina in Oakland. The boat was carvel planked, with a canvas covered plywood deck and house. It had the traditional wheel. federico356@yahoo.com

Adam Cort AdamCort64@hotmail.com, contributing editor SAILING Magazine wrote:

I am doing some research into early sailboat racing and looking for resources.. I'm especially interested in racing that was done between working mariners, along the lines of the competitions that evolved into today's sailing canoe races on Chesapeake Bay, the old schooner races held by the Grand Banks fishermen from Gloucester and Eastern Canada, and, of course, the Master Mariners Regatta.> Thanks for your help.
