



# The Shellback

Since 1867

November, 2010

Hans List, Editor  
Ariane Paul, Guest Editor

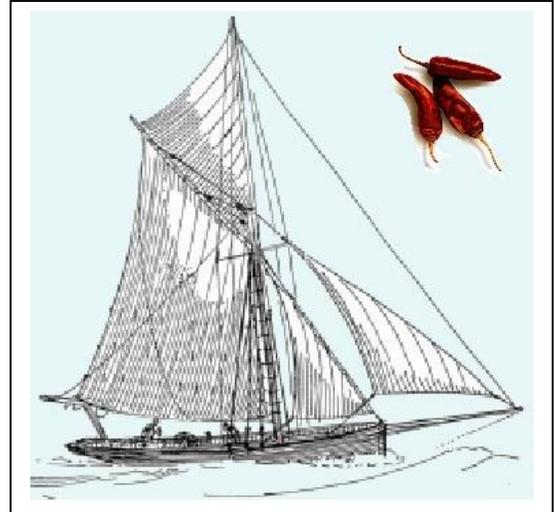
## New Year's Day – *sooner than you think*

Nippy race and Warming chili potluck  
Saturday, January **ONE**, 2011  
Pt. San Pablo Yacht Club ([www.pspyc.org](http://www.pspyc.org))

Cap'n. Skip Henderson plans to have AIDA serve as Race Committee boat once again and is working up devilish ideas on how to run the "race" this time around. Patty Henderson and Dean Gurke will help orchestrate the on land aspects of the tacky trophy awards party and chili potluck. The same seriousness and pomp that is prevalent at the Chicken Ship Regatta reigns at this event, minus the feathers and associated farm

instruments. This is a great opportunity to break in our new members (no, we don't mean "haze") so it's hoped they'll all get a good night's sleep NY's Eve and will be fit and ready to attend.

Complete (?) details will be forwarded to members and posted on our website in advance to wake you from your sugar-coated, tryptophan-addled winter comas. **Brace yourselves...**



Chicken Coop Master, Linda Kibler on THORA

## CHICKEN SHIP REGATTA

*Labor Day Weekend, September 5-6, 2010  
Petaluma, CA by way of the Petaluma River*

This year's Chicken Ship Regatta was held on Labor Day weekend, September 5-6, 2010 in the turning basin in Petaluma, CA. Some boats arrived as early as Thursday, some came by land-ships, and before noon Sunday everyone was headed home. Our hosts at Petaluma Yacht Club were welcoming in true form.

Saturday began with breakfast at the Yacht Club. Coordinator Linda Kibler distributed gift bags filled with suggested activities, the Chicken Ship ensign, and other goodies to the Master

Mariners. Saturday evening there was a BBQ & potluck, which was attended by the first boats to arrive. Sunday was full of fun and adventure; writing limericks, rowing blindfolded while the teammate guided the rower, all in search of retrieving an egg out of a bucket hanging from the footbridge, messing around in boats, meeting the newest member of MMBA (the one week-old, Maggie Line List) and relaxing and talking with others. The day was very hot and calm, but under the shade of THORA's awning, with the hospitality of Steve and Linda Kibler, was the place to be.

Sunday evening Dean made a great marinade for the chicken and then spent his time BBQ'ing the 5-gallon bucketful. A great potluck dinner was followed by the famous (or infamous) bilge dive, reading of the limericks and, ultimately, the presentation of awards, which provided many laughs. Afterwards an impromptu 5-piece band played bluegrass music until midnight. Music continued on Thora into the wee hours.

Many of the boats departed for the scheduled bridge opening at 1000; some were ten minutes behind, for the long trip down the river. There was a strange oil slick noted prior to the mass exodus at 1000 in the turning basin as well as in the river near the landing for Jerico's barge. The press reported that the source of the slick was an old tugboat being scrapped down river near the Highway 101 Bridge. This was another successful Regatta and there are many happy sailors with great memories. I leave you to my limerick:

*There once was an egg in a bucket, whose master came from Nantucket;  
It got mixed with tomatoes, onions, potatoes, but when eaten his belt wouldn't buckle.*



Alice Watts  
First Mate, ALMA  
Crew of UNDA

*Captured below are: Linda Kibler, Suzanne Statler, Tom List, John McNeil, Dee Dee Lozier, Steve Hutchinson, Alice Watts, and Danny McGinley.*





Please join us for  
**A Memorial for Al Lutz**

Aboard the ferryboat EUREKA  
at Hyde Street Pier

Sunday, November 21, 2010 from 1-4pm

At 2pm the United States Coast Guard Honor Guard will perform a brief memorial ceremony in Al's honor.

A scholarship fund for middle school students to sail on ALMA has been created in Al's name.

The San Francisco Maritime National Park Association will have more information at the memorial.

Location: San Francisco Maritime National Historical Park  
Entrance to Hyde Street Pier is at Jefferson & Hyde



## Encinal Yacht Club Open House

Saturday, Dec. 4th - 12:00 to 3:00 pm

The Encinal Yacht Club is having an Open House on Sat. Dec. 4th in celebration of the 50th anniversary of its current club house. This is also the date of the Oakland Estuary Lighted Yacht Parade. Encinal YC is inviting Master Mariners members to the open house as well as the Classic Yacht Association. They are hoping that some of our MMBA vessels and CYA vessels will also be able to come and raft up with the EYC member vessels to tie in with the history of the club which was founded in 1890. Space will be limited for vessels as the parade is a big draw, so please email [mastermariners@yahoo.com](mailto:mastermariners@yahoo.com) *as soon as possible* if you would like to bring yours as spaces need to be reserved in advance. The parade starts at dusk. EYC will be serving a Prime Rib buffet dinner that evening from 6:00 to 9:00 pm, advance reservations required. Separately there will also be light hors d'oeuvres available from 4:30 to 9:00 pm. The parade is also sponsored by the Oakland YC and Marina Village Yacht Harbor and there will be a toy drive for the Oakland Firefighters "Random Acts of Kindness" program, and canned food drive for the Alameda Food Bank. This is a very fun parade to watch!

## From the Quarterdeck



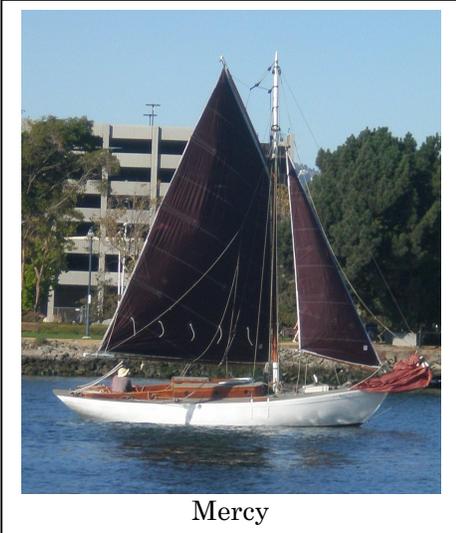
First off, a big apology for the delay of this issue which is now so big that it is essentially two issues. It took a long time to gather enough content from our membership at first, then I ran in to computer problems. Thanks for all the emails of support on that front, even an offer to buy some memory/RAM from a sponsor. In the end I reluctantly bought a new PC as proper tools get the job done – a dull chisel is only suitable as a putty knife. Then I ran in to problems with the upgraded programs, not being able to find functions in the drastically changed menus, and my wrist pain flaring up again. AT LONG LAST, we have a new *Shellback*. Editing will be back in the able hands of poppa Hans List again for the next issue (sigh of relief) and I can get back to my project of revamping our website.

As of the morning of the June boat show we welcomed two new members to our Board of Directors: Steve Hutchinson, gaff ketch DUTCH, and Richard Gillette who owns JAVA HEAD and is Captain on PEGASUS. It is great to have both of these guys on board. Richard did a fine job organizing the Offshore Cruise up to Drake's Bay. Patty Henderson



Göteborgs Kungl. Segel Sällskap

moved up the “chairs” a notch and is now our Vice Commodore, and Bill Belmont is our new Rear Commodore. Mike Douglas plans to hand over the reins of Treasurer to John Hamilton (Olé) at year end, but will continue on as a Director on the MM Benevolent Foundation. Mike is finally starting to take time to enjoy his retirement with more trips, but his heart is still with our organization as well as the Spaulding Wooden Boat Center and we all appreciate his continued aid. Our cries of “Help!” have been heard by new members Luc Maheu and Ali Immel of TIGER who are taking over the Trophy Chair position from John Tucker, while John continues on as our Secretary. We are still looking for help with T-shirts – see side box on that.



Mercy

Speaking of DUTCH, though she is on the hard right now and in the process of being restored by Steve, it has been a continuous member vessel since the period with Dick and Frances Dugdale owned it. Their son Nick, who we remember being an encyclopedia of history on each of our vessels, is now a hot shot racer and student at Stanford. I am going to try and lure the family out to a MMBA event again soon as we miss them. Another vessel that has a new owner and recent restoration is MERCY which I snapped looking good sailing down the Oakland estuary recently.

As I was unable to attend a couple of events, I was not able to take photos of the July Spaulding/MMBA BBQ but I know Tom List and a group of folks did a great job putting it on again. I hear there were a few less attendees this time around, though some think it was because it was close on the heels of the big Freda Whiskey plank celebration in June. I also missed the China Camp Cruise due to an accident and didn't get any photos from that event – but it did happen and the proof lies in the memories of those who were there, such a peaceful and scenic spot on the bay. Hans helped out along with Tom and Suzanne List with SMOKY.

Over the summer I had fun in many places. As soon as the early summer big events were over, I took a little trip to the south of Sweden to visit my old roommates from 23 years ago, with a side trips to London and Copenhagen to see other friends too. It was the best time of year to go, beautiful weather, and everything was pretty as a postcard. I did a burgee exchange with the Göteborgs Kungl. Segel Sällskap (Royal Gothenburg Yacht Club, <http://www.gkss.se/en/>). As soon as I was back home I headed south to race on the McNish Classic with Paul Plotts and crew on DAUNTLESS and ran in to Tim Murison on BOLERO who was making the rounds in classic yacht circles in So. Calif. for a couple of months. It is a lot of fun spending time with Paul and his crew when I go down, they are a “well-oiled machine” if you get my drift. Rob Nikzad



Copenhagen



Bilge Dive – 3rd tie – Jody & Ariane

has written another article for us here, and Mark Albertazzi supplied some photos. Mark has also sent me a video of a previous MMBA regatta that he took which I will upload to our site, along with a copy of an article by Roger R. Olmstead on the history of our regatta from “The American West” that he found. At the Petaluma YC, I participated in the Chicken Ship's bilge dive contest and was very proud to tie for 3rd place with Jody Boyle. Tom List and Steve Hutchinson won 1st and 2nd place, but I forget in which order – and I also am a bit foggy on whom the limerick contest winner was, but the “Groan-o-meter” was a big hit. Linda Kibler did a great job organizing the Labor Day weekend festivities. Our youngest Master Mariner event attendee ever was there, Maggie Line List, at seven days, five hours!

In recent months both WoodenBoat Magazine and Latitude 38 have given our Bay Area activities and members a lot of coverage.



Swedish Ship "Götheborg"

In Wooden Boat, Tom Jackson covered both Hyde Street Pier and SWBC as well as racing on POLARIS during the regatta, and Margie Siegal (HUCK FINN) wrote an article on the resurgence of the Bear fleet. In Lat38 there were articles on BOLERO, EROS, PURSUIT, and several others. As I revamp our website I will try to get links to as many of these published articles as I can.

New members (and old), please send a nice digital photo of your vessel under sail to [mastermariners@yahoo.com](mailto:mastermariners@yahoo.com) for the website. I have member photos, but am missing a lot. If you don't yet have one under sail, a good one dockside will do for now. There are a handful of members that we need email addresses for still, so if you are not receiving MMBA email notices, please send your email address in.

Happy Trails, er, SAILS!

Ariane Paul, Commodore

## Spring Potluck

Sat., March 19, 2011

**Golden Gate Yacht Club**  
Burgee Room

*Details will be posted in advance.*



[www.ggyc.com](http://www.ggyc.com)

## MMBA Member Forum

Have you signed up on our member only forum yet? It is located at this link:

<http://www.mastermariners.org/mmbaforum/>

Once you register and your account has been activated, you can log in. Then you will see the link to the forum board which is labeled:

### "MMBA Online Member Forum"

You will then see the current topic categories:

- Ask the Expert
- Looking for material or parts
- Suggest a topic
- Help wanted or offered
- Parts for sale or trade

Please contact Dean or Ariane if you have any questions or suggestions,  
[mastermariners@yahoo.com](mailto:mastermariners@yahoo.com)



2010 MMBA Models

## T-Shirt Committee Volunteers needed!

We are changing the format of the t-shirt job to be handled by a COMMITTEE to get some more help and not have too much fall on just one person. Patty Henderson needs to focus on being Regatta Chair this year, so please pitch in. There are different parts of the job that can be shared amongst a group, so please let the Board know if you are able to pitch in and we will go over the work and timing with you.

**THANKS!**



Welcome to new member vessel

*Olive*

and her care takers  
Victor & Debra Early

## Farallones Whale Watching Fundraiser

Time: Monday,  
December 13, 2010

Location: The Gulf of the  
Farallones National  
Marine Sanctuary

Created by: Spaulding Wooden  
Boat Center



The Spaulding Wooden Boat Center is hosting an exploration of the waters around the Farallon Islands on December 13, 2010. We will be boarding the 62' catamaran *Kitty Kat* and leaving from Pier 39 to go out to the Farallon Islands. We will be accompanied by very experienced and knowledgeable naturalists that will introduce you to, and expand your knowledge of the wonderful world of

marine animals and mammals that call the Gulf of the Farallones home. There is only room for a few dozen people, so RSVP quickly if you would like to join us! Reservations and advance payment are necessary due to the limited availability. This adventure will raise funds for the Spaulding Wooden Boat Center and is tax deductible to the extent permitted by law. Reservations and payments can be made through the Spaulding Wooden Boat Center by visiting our [Online Store](#). You can get complete information on the *Kitty Kat*, San Francisco Bay's most comfortable and preferred Whale Watching Boat, by going to [www.sanfranciscowhaletours.com](http://www.sanfranciscowhaletours.com).



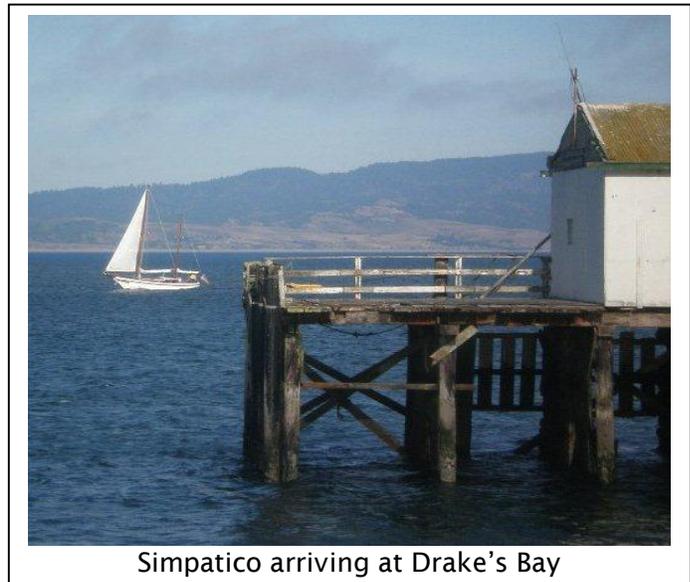
**BUY TICKETS:** <http://store.spauldingcenter.org/events.php>

For more information contact Mike Douglas at:

(415) 497-8171, (415) 497-4164, or e-mail: [matthewsgnpa@aol.com](mailto:matthewsgnpa@aol.com)

## Master Mariners Sail to Drakes Bay

The Bay looked like Lake San Francisco as we departed early Saturday morning. There was very little wind and no waves. Very un-San Francisco like. We motored out to the Golden Gate on S/V Pegasus with 300 British Columbia Oysters and a huge grill, shovels and sauces and 5 crew on board. We were late to get there as we had difficulty removing the dinghy outboard. Our timing was perfect for watching the beginning of the Parade of Ships be escorted under the Gate with a fireboat spraying a welcome. We decide on Bonita Channel, as there was no wind and very little swell. Finally just past Duxsbury Reef the wind picked up enough to sail and finally freshened shortly after that. We tacked up to Drakes Bay under warm beautiful skies and perfect visibility. Sequestor was already in the Bay and anchored and had scouted out the Beach. Dan was tacking around the Bay single-handed on "Feral." We found a good spot to anchor not too far off shore and prepared to ferry all the provisions and crew ashore, just about then the fog rolled over the hill and greatly reduced visibility. After one dinghy engine meltdown (solved with Hans Lists great advice) we were able to get it all ashore in just 3 loads. Dave Weinberg, our Master Oysterman extraordinaire, from Osprey Seafood of



Simpatico arriving at Drake's Bay



California (415-291-0156) who have a store at 1014 Wine Country Ave., (Right off of 29) Napa, got the fires roaring and the sauces prepared. Simpatico, Elizabeth Muir and Morningstar arrived shortly thereafter in the thick fog. It was a minus .86 tide so people had to anchor a ways off the beach. They were unable to row a shore so Pegasus crew went out and picked 2 of them up and then returned them at the end of the night. We shared the beach with some very boisterous huge sea lions that serenaded us all night. It was great to meet Maggie, Han's and Sophie's 6 week old little girl who was out on her first ocean voyage.

We all gathered around the fires enjoying the incredible Oysters, some great beer and Wine (thanks to Peter Haywood) and lots of great sea stories. The skies opened up and we were treated to a sparkling and dazzling view

of the Milky Way and all the stars.

The phosphorescence in the water was absolutely incredible that night.

The next morning one by one we weighed anchor and headed out into the blue Pacific for the run back to San Francisco Bay. The fog cleared and there was a great 15 knot breeze with rolling 6 foot swells. By the time we reached the gate the fog was completely gone and the Blue Angels were just starting their show. It was spectacular to watch them fly their incredible formations. It was a challenging job navigating through the swarms of boats going in all directions with many of them not having a clue about right of way.

It was a great weekend with great weather, great people, beautiful wooden boats and a delicious feast. Much thanks to Dave Weinberg for all the hard work he did, getting and the oysters and then shucking and preparing them with his fine sauces. Thank you for a job well done! Thanks to all of you that attended this event.

Richard Gillette, *Java Head*



Sophie & Maggie List



Feral & Simpatico

## Cruising Update: *Farida*

This is a photo of Farida in Brest, France. in July. We were hiding from a 3 day summer gale. The French boat we are rafted to welcomed us with wine and food. Not a bad storm for the wandering Master Mariners. This year Farida ended up in Lagos, Portugal.

Next year the  
Med and then???

Mike and Sue, *Farida*



## Croatia Cruise

There were six people on a 37 ft. chartered Beneteau. We sailed around the Dalmatian Islands of Croatia for two weeks of the 3 week trip. We started at Split and ended in Dubrovnik. Most of the time we anchored out in small coves usually near some small stone town from another century. There was often a castle, fort or monastery in ruins. The area has had diminishing population since the 1940's so there are very few newer buildings and many unoccupied or ruined buildings. Winds were variable from light to gale force and from any direction. Seriously! Fortunately there are lots of islands and good charts to find an anchorage.

There are lots of "Gullet" style wood boats for tours. Most have vestigial masts that are not even rigged for sail. Although some actually do sail and pretty well I understand. Water temperature is about 75 degrees and perfect for swimming. We had heavy rain and a tremendous thunderstorm with very high winds Sept. 25, the day after we finished our cruise! Perfect timing. Peter and Cricket Evans, Gary Costigan, and Richard and Susan Geiger were on the trip.



Barbara Ohler, "*MorningStar*"



Cricket, Pete, Richard, & Gary

## 2010 Jessica Cup

This year's Jessica Cup had good wind despite somewhat gray skies. All who attended had a good time over the weekend participating in the races and socializing at the St. Francis YC during the dinner and awards ceremony with StFYC Commodore David Sneary and Terry Klaus presenting the trophies. A big thanks to the St. Francis YC Race Committee and Terry Klaus for all their work putting this annual event on. Ken & Kristine Inouye helped with race committee and photos below. If you did not participate, please give us your feedback why and any suggestions you may have for the event that would entice you to enter next year. We hope to build up the participation back to what it was a few years ago.

Jessica Cup to YUCCA, Hank Easom – 1st Place Marconi  
Rascal Cup to SUNDA, Bob Rogers – 2nd Place Marconi  
VIP, Don Taylor – 1st Place Farallon Clipper  
LEDA, David James – 1st Place L36

RESULTS: <http://www.stfyc.com/Files/2010%20Jessica%20Cup%20Final%20Results.pdf>

PHOTOS: <http://picasaweb.google.com/mastermariners.sf/JessicaCup2010#>



VIP – Robin – Credit



Sunda – Rascal Cup



Valiant – Sunda



Sunda – Yucca – Corsair - Viking

## 2010 Wooden Boat Show

The summer sun did not fail us and came out in force to put our members' vessels in the most favorable light for another fun show at the Corinthian Yacht Club, raising funds for the Master Mariners Benevolent Foundation's activities and donations. In this issue we have a thank you letter from the San Francisco Sea Scouts who received a donation sponsoring two youth to participate in an international Sea Scout regatta this summer. A big THANKS goes out to the members and staff at the Corinthian Yacht Club for hosting our annual meeting and show, as well as the San Francisco Yacht Club for making room for CYC vessels, and our members who help each year getting everything set up, Terry Klaus, Mike Douglas, Bill Belmont, and all the members who put in time volunteering over the weekend.

### Winners:

BRIGHT STAR, Ted Hall, Stone Cup  
EROS, Grace & Bill Bodle, People's Choice

TIGER, Luc Maheu & Ali Immel, Al Lutz~Alma Award  
SEA QUEST, Steve Carlson, Corinthian Cup



Alma & Gaslight at Corinthian Yacht Club



Bounty



Bright Star wins Stone Cup



Tiger

Photos by Ariane Paul

Wooden Boat Show, *cont.*



afternoon row



Simpatico



Eros bow



Andrew Mulligan

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## THE GREAT SCHOONER RACE

*Robby Robinson*

Saturday, August 28<sup>th</sup>, San Francisco YC hosted their annual Great Schooner Race. Two of our PSPYC Schooners, Skip Henderson's *Aida* and Ed Witt's *Regulus* were among the 17 schooners competing. In addition, associate member, Paul Kaplan's (KKMI) Marconi schooner *Santana* won her division.

The fleet was divided in half between Gaff (9) and Marconi (8) fleets. Both *Aida* and *Regulus* were Gaffers. Now I know it's true the term "Gaffer" is often used to identify a bunch of "old guys", and it is also true many on both boats would fit that description. However, in this case it means the Gaffer's main sail (*the after mast*) had a boom top and bottom, creating almost square sails. The best and most visible example of a Marconi schooner is *Eros*, the 100+ foot schooner tied to the Sugar Dock.

The forecast for Saturday during the race included a 3 knot flood current and 25 knots of wind with gusts of 30 to 35 knots. It did all of that!!

Aboard *Regulus* we had an all PSPYC crew consisting of Skipper Ed Witt, Jeff Stokes, his son Jeffrey, Dean Gurke, Steve Kibler (an almost new member) and me. (I brought the GPS which worked most of the time.) A pretty stellar crew — all Master Mariners, except me, who own and maintain classic yachts.



Regulus

The day began at 1100 with a parade of yachts up and down Raccoon Straits. The boats were handicapped using a staggered start with the first start at 1200, *Aida* at 1210 and *Regulus* at 1225. Just before our start we put a reef in the main as the forecasted wind was beginning to howl.

The course for the Gaffers took the boats back and forth across the bay three times using “A”, “Ft Mason” and “Blossom Rock” as marks on the San Francisco Side and “Knox”, “Little Harding” and “Harding” on the Marin side. The intent was to create a reaching course (wind on the beam) since the Gaffers do not sail well upwind.

Ed crossed the start line located off Knox Buoy (YRA 4 — SW corner of Angel Island) exactly at

1225 and headed for the first mark “A” across the bay in front of St Francis YC. Instead of an easy reach across the bay, the combination of the howling wind and strong flood tide meant we were sailing hard on the wind (upwind) and still ended up east of the mark which required more upwind tacking westward up the city front to “A”.

The race continued back across the bay to Little Harding Buoy. For some reason the GPS was giving a bad reading and luckily Dean spotted the buoy before we got too far off track. The wind continued to build. After we gybed, the pad eye holding the first reef failed and Dean, Jeff and Steve quickly pulled in the second reef while Ed held the boat steady.

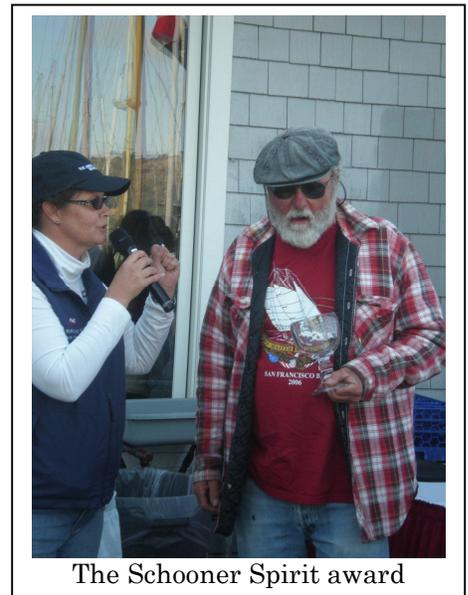
I can’t overstate how bad the wind and sea conditions were getting. Perhaps the best indicator was 6 of the 9 gaffers did not finish the race, and these are tough boats built to withstand heavy sea conditions. A short time later the pad eye holding the second reef failed — potentially the end of our race! In a flash, Jeff climbed out on the boom over the water beyond the end of the boat and secured a line which kept us going. Tough, agile, Guy!!

The race continued — back and forth, grabbing a water or beer, Dean and Steve a “butt” and all of us a bite of a sandwich supplied by Ed. We were all soaking wet except Jeffrey who wore serious foul weather gear. The lee rail stayed under water, the topside seams normally above water were leaking and the pumps cycled on and off. The noise of the wind, surely 35 knots, and the seas pounding *Regulus* made it necessary to yell to be heard.

As we approached Angel Island firmly in third place, ready to tack around the last mark “Knox”, disaster struck!! — the steering gear failed, and the rudder locked with *Regulus* headed for the rocks at 6 knots (50 yards away) will all sails flying and no way to turn. Ed started the engine and put it in full reverse, Dean and Steve raced to get the sails down (not easy in 35 knots with gaffs and booms swinging about) - first the main, then the fore, then the staysail, normally a half hour job done in minutes. Unfortunately the jib at the end of an 8 foot bowsprit could not be lowered completely down and shredded. In the meantime at Ed’s direction Jeffrey dug through the lazarette to find the emergency tiller (always on the bottom of a pile of stuff), found it and passed it to father Jeff who installed it on the rudder and forced (or broke) whatever was freezing the rudder in place.

Fifty feet from the rocks on Knox Point, Angel Island, Jeff was able to turn the boat — 50 feet from certain loss of *Regulus* and possible loss of life. One hell of a crew!! — Ed, Jeff, Jeffrey, Dan and Steve, all PSPYC sailors.

We were one of the six Gaffers listed as “did not finish”, but we had the best finish of the 17 boats — we finished! Dolores, Karen, Brea and Dee Dee greeted us at the dock and we all enjoyed a wonderful BBQ and band at the SFYC.



The Schooner Spirit award

The Commodore of SFYC announced the awards for 1st, 2nd and 3rd for each division — the award being an engraved “schooner” (glass). Finally the Commodore announced a special award “**The Schooner Spirit**” given to Ed Witt with a round of applause and PSPYC cheers.

The long awaited hot shower sure felt good!!

(First published in the Pt. San Pablo YC’s “*FOGHORN*.”)

### 2010 Great San Francisco Schooner Race Results:

Gaff: 1st — Jakatan; 2nd — Freda B; 3rd — Kaiulani

Marconi: 1st — Santana; 2nd — Elizabeth Muir; 3rd — Gold Star

“The Schooner Spirit” award: Regulus

Results link: [http://www.sfyc.org/files/2010\\_Great\\_SF\\_Schooner\\_Race.pdf](http://www.sfyc.org/files/2010_Great_SF_Schooner_Race.pdf)



Aida crew



Elizabeth Muir



Freda B – Paul Dines



Cullen family – Gold Star

## William Koch International Sea Scout Cup

The Sea Scout Ship Corsair competed in the 5th Biennial William Koch International Sea Scout Cup this past August. The regatta was held at the United States Coast Guard Academy Sailing Center in New London, Connecticut, the home of the Barque Eagle. Generous support for the team was provided by the Master Mariner's Benevolent Association. The Corsair, a 30 foot sailing whaleboat, regularly competes in the Master Mariner's Regatta and the Jessica Cup, and attends the China Camp Cruise in August, where both the Viking and the Corsair made the trip this year. MMBA members may also have seen the whaleboats at the Wooden Boat show in Tiburon, where the crew has also served as hosts on Board the Alma in past years manning the gangway.

Some 1,500 or more teams throughout the nation sailed in qualifying events known as regional regattas, in order to win one of the 40 berths available for this prestigious event. Every two years the Cup is held at a venue such as the U.S. Naval Academy, or the Massachusetts Maritime Academy, where this International Scouting event can put 40 class dinghies on the water for a week of racing. Our team from San Francisco did very well for their first time at the regatta. Jacob Abrahams, a 16 year old sophomore at South San Francisco High School, and Ellis Briery, a 19 year old freshman at San Francisco State University represented the San Francisco Bay Area Council Sea Scout Squadron.



In the qualifying series the boys took 5th overall in their fleet to qualify for the Koch Cup (Gold Fleet). The group was then split into 2 fleets, and our team finished in 10th in their 20 boat fleet. Teams from Florida, New Zealand, England, and Chicago showed well in the regatta, and the USA placed 7 boats in the top 10 of the Gold Fleet. With finishes of 14-7-11-12-4-6-9-14-11-6-9-13, the team had typically better finishes in the heavier air conditions that they are used to on San Francisco Bay. The regatta, unlike other Sea Scout sailing events, is underwritten in part by William Koch, the man who won the 1992 America's Cup, defeating the Italians, and fielding the first woman's America's Cup Team. Mr. Koch is an incredible supporter of Sea Scouting and without his dedication and financial support, this event would not take place. The Ship is incredibly grateful to the MMBA

for their support to the team, and the Sailing Whaleboat program. Members have helped us restore our boats, arranged for overnight cruises, hosted BBQs, towed us back from events when our little tug was on the beach, and even hired some of our college age crew members to work on the Scow Schooner Alma. We've included a few photos of our time at the Academy, and more details can be found at the official website:

<https://seascoutcup.org/asp/Home.asp?>

Sincerely,

The Officers and Crew of the Sea Scout Ship Corsair No.22, San Francisco

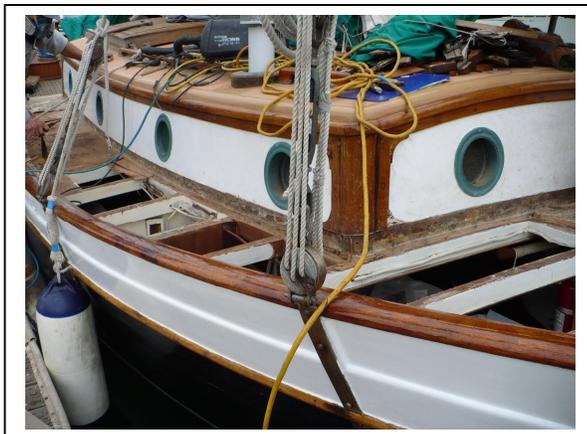


## Makani Kai Deck Replacement

While lying in my bunk a couple of years ago, I noticed the plywood sub-deck was no longer flat. It looked like a six-pack type of stomach. My surveyor confirmed that there seemed to be some sort of de-lamination occurring and I should probably address it before the deck beams or other structures started seeing the effects of dry rot. I tried to make a repair to the decks by pumping epoxy into the rippling plywood sub-deck and clamping it. This seemed to produce limited success so I ignored the problem. It wasn't until after a sail this year that Kristine noticed the decks were becoming "bouncy". Upon further inspection and more repairs with epoxy and clamps, I finally came to the harsh reality that the teak decks needed replacing. No matter how I tried to think logically or rationalize the expense of replacing the decks I was out of luck. After researching my wooden boat books and magazines I finally concluded that the deck replacement was beyond my skills so I called in the experts, Hutchinson Marine Services.

After 30 years of owning Makani Kai and doing numerous upgrades and rebuilds, this project seemed fairly major. But I figured this is part of the program of owning a wooden boat.

I arranged to have Steve Hutchinson come down to the boat to evaluate the condition of the decks and start the process of estimating the cost of a new deck. As usual, Steve was very professional and said he could replace the decks while the boat remained in the water and make the boat better than new. Based on his experience of doing a half a dozen decks on different types of boats, I was impressed.



Steve gave me an estimate with a time-line and we agreed upon the price and schedule of events with an understanding that there may be additional costs and time if we were to run into additional problems along the way. The contract for materials and labor included:

- fabricated a new teak deck
- removing the old deck
- treating and repairing any rot damage
- installing the new teak deck and
- installing all the deck hardware

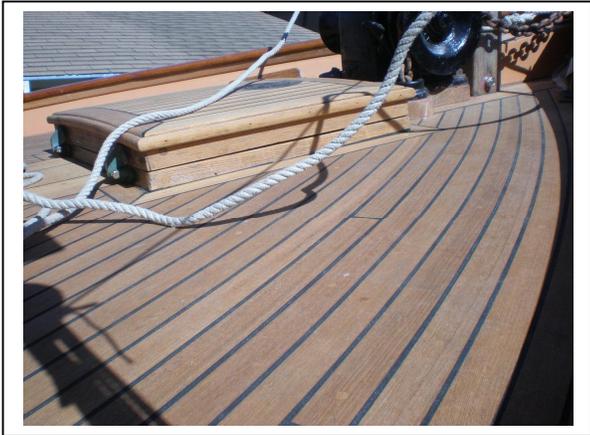
I felt confident that Steve would do a good job so I hired

him.

Steve and David (his helper) pre-fabricated the new teak deck in their shop prior to our delivery of the boat to Berkeley Marine Center. They removed the old deck and installed the new deck in a very efficient process. The only additional work outside the estimate was to rebuild the forward hatch and repair/modify the bow sprit.

As always, the last 10% seemed to take longer than expected (installing the deck hardware) but Steve and David did a great job finishing the project with minimal vocabulary that I would have used.





The final product is spectacular! We water tested the decks and there was not a drop of water to be seen anywhere inside. Also, the decks look clean, robust, and appear as if they were always there. Steve met his schedule, cost estimates and was a pleasure to work with throughout the project. I know that the new decks probably cost as much as the boat's worth, but personally, as steward of Makani Kai, the point is that it will probably last another 40 years. With no worries of any structural damage from fresh water leakage, and a dry bunk, I think this project was well worth the effort and expense.

Ken Inouye, *Makani Kai*

## The 33rd Annual McNish Classic



Rose of Sharon

The excitement around the 33rd Annual McNish Classic was especially electric as a lot of us were hoping that Dennis Conner's newly restored gaff-rigged schooner Fame was going to make an appearance. Though the 100 year old 40 footer didn't make it this year (she didn't have an interior or an engine yet), Conner did, only at the helm of Brushfire. She and her crew performed beautifully, taking the Strathmore Cup for first-to-finish, and obviously winning her class of Sloops and Cutters A.

Despite very light winds at the 12:00 gun (an unfortunate and unintentional handicap for early start boats, who tended to be on the smaller side of the

fleet), there were some great sprints across the line and some very different approaches to the first mark, oil platform "Gina". It must have been near 2:00 in the afternoon before we felt a bit of breeze - about 10 knots - and started getting excited for a brisk day. The winds, unfortunately, remained inchoate for yet another year of light sailing at the McNish Classic. Despite this fact, everyone's spirits



Pacifica

were high at the post-race ceremony where Conner received the Strathmore along with a special award celebrating the relaunch of Fame.

It's becoming increasingly clear, with inspiring restoration movements occurring both in San Diego and San Francisco Bays, that it's a great time to be a wooden boat enthusiast.



Sohrob Nikzad at the helm of Dauntless, en route to Santa Cruz Island

Sohrob Nikzad

**2010 McNish Classic Results:**

First to Finish: Strathmore Cup, Brushfire, Dennis Conner

Sloops & Cutters A: 1st – Brushfire, Dennis Conner; 2nd – Bolero, Tim Murison; 3rd – Sally, C.F. Koehler

Sloops & Cutters B: 1st – Antares, Steven Guilford; 2nd – Bequia, Lopes Bros.; 3rd – Savannah, Bill Proctor

Ketch: 1st – Miramar, Paul K. Scripps; 2nd – Fairwind, Tim Bercowitz; 3rd – Splinter, Dan Shepley

Schooner: 1st – Rose of Sharon, Byron Chamberlain; 2nd – Mischief, Jack Givbilato; 3rd – Dauntless, Paul Plotts

Yawls: 1st – Circe, Marvin & Katherine Bohanan; 2nd – Pacfica, Douglas Jones; 3rd – Cheerio II, Dick McNish

PHOTO LINK: <http://picasaweb.google.com/arianepaul/McNishClassic2010#>



Charity



CF Koehler, Sally



Cheerio II



Dauntless crew



Dennis Conner, Brushfire



Tim Murison, Bolero



Dick McNish & Byron Chamberlain



Paul Plotts & Dick McNish

Photos by Mark Albertazzi and Ariane Paul

## ☞ Eight Bells ☞

### **Robert Klemmedson, March 24, 1921 – October 24, 2010**

Robert Linne' Klemmedson, 89, passed away Sunday, October 24th at Laurel Creek Health Center in Fairfield. Robert was born March 4, 1921 in Fort Collins, Colorado to Linn and Faith (Larson) Klemmedson. He attended school in Arizona, and was a graduate of UC Berkeley School of Architecture. Bob was a true Renaissance man, whose hobbies and talents were numerous and wide-ranging. A P-38 fighter pilot in the Army Air Corps during WWII, he flew 131 missions in the South Pacific, and was awarded the Purple Heart and the Distinguished Flying Cross. On June 29, 1947 he married Dorothy Louise Merida in Santa Barbara. He established a private architecture practice in Orinda in 1950. He designed many unique homes in the Bay Area during his long career. In 1975, Bob and Dorothy moved to Green Valley. Bob was an avid glider pilot for most of his life, competing in many national competitions. He also loved to sail the "Barbara," a 1932 wooden schooner that he restored, competing for many years in the Master Mariners' race on the SF Bay. He was a 35-year member of the Green Valley Country Club, who claimed two "hole-in-ones." He was also a member of the Master Mariners Benevolent Association, Rockville Presbyterian Fellowship, and the Soaring Society of America. In the last year of his life, Bob became very passionate about watercolor painting, creating many beautiful paintings of local scenes. Bob is survived by his wife of 63 years, Dorothy, of Green Valley; his son, Ron (Susan) Klemmedson of Green Valley; his daughter Kim (Eric) Teot of Salt Lake City, Utah; four grandchildren, Betsy, Linn (Justin), David and Merida, and one great-grandson, Jake. He was preceded in death by his parents; one brother, Don Klemmedson, and his granddaughter, Bree Klemmedson. Memorials may be made to the Rockville Presbyterian Fellowship Building Fund, at the above address. Arrangements are under the direction of Bryan-Braker, (707) 425-4697. You may sign the guest-book at [www.bryanbraker.com](http://www.bryanbraker.com).

Fellow Mariners, I had the pleasure of crewing for Bob Klemmedson in a MMBA Regatta a number of years ago. I manned the foredeck on Barbara with Bob's son. Bob's firm hand on the wheel and gentle yet crisp decision making made it a pleasure to be aboard. How nice to learn that his passion for soaring and painting matched his passion for sailing. He was an inspiration. Yet another reminder that if there is something you would like to be doing, there is no time like today.

Tom McGowan, *Simpatico*

There was a wonderful profile about Bob a couple of years ago in the Valley Soaring Association's newsletter "The Windsock," May 2008 issue. It is in two parts at the links below. They are large files and you may have trouble loading them (I did, but eventually was able to save and then open). They are full of photos and also stories from his family.

The Windsock, May 2008, Part 1

<http://www.valleysoaring.net/newsletter/windsock/may-08/Color%20of%20%20-%20Newsletter%20-%2005%20May%202008v16.pdf>

The Windsock, May 2008, Part 2

<http://www.valleysoaring.net/newsletter/windsock/may-08/Color%20of%20%20-%20Newsletter%20-%2005%20May%202008v16.pdf>

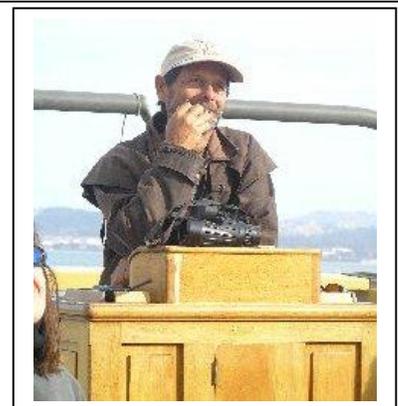
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### **Captain Craig Chipman, April 11, 1945 – August 30, 2010**

After a long battle with Hepatitis induced liver disease, Captain Craig Chipman passed away peacefully August 30, 2010 at 1210 hrs. with Jeffrey Woods and close friend Connie Allen by his side. A man of patience, Craig touched many lives and taught valuable lessons to those who knew him and most importantly those who sailed with him. His relationship with the sea was like no other, and Craig's journey and teachings will continue as he sails the oceans far and near.

There are only a handful of people who come into your world, and touch your life in a dramatic fashion. Some of the people are just flickers of light during a long life, while others are consistent glows for years.

We miss you, and Lynx misses you, Fair winds always and keep your powder dry Craig.



## America's Cup 34 – “Where’s the wood?”

I am sure you are all aware of the possibility that the 34th America's Cup may be held here in the SF Bay Area. Now, not all of you may be interested in this event and some may fear the impact it will have on the bay and impediments it may bring to your own sailing activities. On the other hand, it would be a big boon for the local economy and the various maritime companies. Rather than pooh-pooh the multihulls that will be raced, why not think about how to use the occasion to highlight our maritime history and all the great organizations that are keeping it going and non-profit programs for youth around the bay? Having attended one of the SF Board of Supervisor hearings, I saw first-hand a large and very diverse group of local sailors showing their support in person, and have noticed that many are among our members and sponsors. The City & County of San Francisco wants to make sure that this is not an “elitist” event and, from what I gather, they will be happy to show case diversity in sailing. I am hoping that if AC34 does get “green lighted” to take place here that a group of our organizations can work together to get a good representation of our efforts and programs made to the public, and that it lays a strong foundation for increased support from both the public and corporations for our activities going forward. There may be some people already at work on this aspect of the event, and I hope to participate. There are two SF hearings coming up that need the presence of local sailing enthusiasts that want to see the Cup raced here. I hope to see you there.

Ariane Paul

Special SF Port Commission meeting to review of the HCA (Host City Agreement)

Tues., November 30, 9:30 am

SF Port Commission Hearing Room, Second Floor, Ferry Building, San Francisco, CA 94111

<http://www.sfport.com/index.aspx?page=1496&recordid=112>

SF Budget & Finance meeting:

Wed., December 1, 11:00 am

SF City Hall, Room 263

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## NOTICES:

For Sale: GARNET, Sea Islander LOD: 26' 6" LOA: 32'  
Mahogany planks on oak frames. Bronze fastened. Lots  
of work done to her. New Yanmar Diesel 3YM20 with  
very low hours. New standing rigging. 90% new running  
rigging. Auto helm. Great boat that needs a new home.  
Asking 12,000. Illness forces sale.  
Call Nick Backovich 925 933 4252, [jckalist@yahoo.com](mailto:jckalist@yahoo.com)



For Sale: 35 ft.  
Sloop "NOMAD" an Arthur Robb Lion. Built in 1963  
at Cheoy Lee Boatyard, Hong Kong Complete  
restoration 2003-2005. Teak Hull-Copper Riveted-  
Bronze Floors. New galley and head included in the  
restoration. The data on her restoration is too  
extensive to print here, but is available for further  
information. Complete documentation of  
restoration written and in photos. Winner of the  
Stone's Cup in 2006. She is well maintained and a  
great sailboat for racing, cruising or just day sailing.

For more information please call:

Richard L. Ruddick ph. (707) 462-3507 or  
Dave Carlson, Mahina Yachts (206) 979-4433



## In this issue...

### Coming up:

- New Year's Day Race
- Encinal YC Open House & Lighted Boat Parade

### Recent Happenings:

- Jessica Cup
- Offshore Cruise to Drake's Bay
- Chicken Ship Regatta
- Great SF Schooner Race

### and more:

- Commodore's Notes
- Eight Bells
- Int'l. Sea Scout Cup
- McNish Classic

Jan 1

Mar 19

May 20

May 28

Jun 18

Jun 19

TBD

TBD

Sep 3-5

Sep TBD

Oct 15-16

## MMBA

### 2011 Events Calendar

**New Year's Race & Chili Potluck** Pt. San Pablo YC

**Spring Potluck** Golden Gate YC

**Sponsors Lunch** St. Francis YC

**Annual Regatta** Encinal YC

**Annual Meeting** Corinthian YC

**Wooden Boat Show** Tiburon

**SWBC-MMBA BBQ** Spaulding Center  
Sausalito

**China Camp Sail-in Potluck** China Camp

**Chicken Ship Cruise** Petaluma YC

**Offshore Cruise** TBD

**Jessica Cup** St. Francis YC

## The Shellback



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