

the Shellback

2023 FALL
VOL 03

Spirited Summer of Sailing

Minutes, Members, Meetings

New Members Join Board of Directors

Wooden Boat Show

Corinthian Yacht Club Hosts
Annual Business and Fellowship

SINCE 1867
MASTER MARINERS
BENEVOLENT ASSOCIATION

WWW.SFMASTERMARINERS.ORG

The Master Mariners Benevolent Association (MMBA) is a San Francisco club dating back to 1867. Its purpose is to foster participation in yachting and the preservation of well designed, properly constructed, and well maintained classic and traditional sailing craft.

Members include owners and aficionados of traditional sail and classic boats.



The Shellback is published each quarter. We welcome clever articles, photos and graphics, suggestions and more. Email contributions to the editor for consideration.

Newsletter editor is Martha Blanchfield.
martha@renegadesailing.com



The MMBA is a 501(c)(7) California Corporation governed by an elected Board of Directors whose members each serve a three-year term.

In 1988, the Board established the MMBA Historical Small Craft Preservation Foundation (HSCPF), a separate 501(c)(3) corporation whose mission is to support charitable activities; the name was later changed to Master Mariners Benevolent Foundation (MMBF).

Polly (1929 sloop, hull 19) was one of four Bird boats built by W.F. Stone & Son Boat Yard in Oakland. MMBF contributed to her restoration in 1988.

Freda, one of the West Coast's oldest sailboats (1885), was built in Belyedere. She was completely restored by the Arques School of Traditional Boatbuilding in Sausalito. On May 31, 2014, Freda was re-launched at the Spaulding Marine Center.



In maritime tradition, a seaman who has crossed the Equator is initiated as a "trustworthy shellback" into the court of Neptune. He or she may also be called a son or daughter of Neptune. Bestowal of this title acknowledges the prowess of a mariner who is able to brave the uncertainties and dangers of the sea.

there's no better place for a traditional boat to sail

WOODEN BOAT SHOW, ANNUAL MEETING,
RACIN' AND CRUISIN' RIGHT ALONG

It's been another great summer of sailing on the SF Bay. With the predictable afternoon breezes and diverse micro-climates around the Bay, it's hard to imagine a better place to sail a traditional wooden boat.

We have had a fun year so far, filled with gatherings and events. Over Father's Day weekend, a lovely showing of boats turned out for our annual Wooden Boat Show, and many members joined us for the annual meeting. It is at this time when we also do a change of watch. This year, three directors' terms came to an end. A huge thank you to outgoing Lindsey Klaus, Allen Gross and Ian Powell for their contributions and guidance.

At the meeting, four new directors stepped forward to volunteer for the board (including one who will fill a vacant seat). It is with pleasure that I introduce John Muir, Melissa Flick, Mark Harris and KC Crowell as additions. Following the board selection and brief bit of club business, all dined, then danced to tunes performed by The Hot Clams.

On Sunday, the following day, our Annual Wooden Boat Show turned out to be a huge success with a record number of people coming through the gate--tally of 586! The docks were recipient to great conversation, perfect weather and beautiful boats. Sincere gratitude to all Corinthian YC staff, volunteers and officers. This event is an annual highpoint.

Over Labor Day weekend, along with my family, I was able to sail *Sequestor* to China Camp, a favorite places to anchor in the bay. The Friends of China Camp graciously hosted us for a BBQ and allowed us to mingle at the old Quan residence. A handful of MMBA boats sailed over, and more members came by land. We played music on the beach and just barely got the skiffs out of the mud before the tide dropped too far. It was a lovely weekend with a reminder of how simple and fun getting together with like-minded sailors can be.

The Jessica Cup is fast-approaching and will be held October 14. Hosted by St. Francis Yacht Club, it's open to traditional vessels of 30-foot length or more on deck. Always lots of fun, it's an opportunity for fall weather racing. I encourage you to sign up, as this is also the final event in our Bay Championship Series. I look forward to seeing you there.



Hans List

Commodore 2022 - 25
Sequestor

hans.list@sfmastermariners.org

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Musicians Steve Hutchinson, Crystal Reeves, Tom and Hans List entertain at this year's cruise-out to China Camp.

Cover: Non-schooner startline at the San Francisco Great Schooner and Belvedere Classics Race.

NEW MMBA DIRECTORS

KC Crowell

KC is a licensed captain and owner of Bear boat 47, *Chance*. Born and raised in the SF Bay Area, she spent a number of years working on tall ships up and down the West Coast before returning to San Francisco to work on the *Schooner Alma*.

This is her first year on the MMBA board. She is looking forward to giving back to the local classic sailing community.



Mark Harris

Mark owns Bear boat 69, *Velerosa*, with his husband Hans Hansen. This native of Bethesda, MD, says he's been in the Bay Area so long that he feels like a native. A relative newcomer to sailing, Mark is eager to improve his skills.

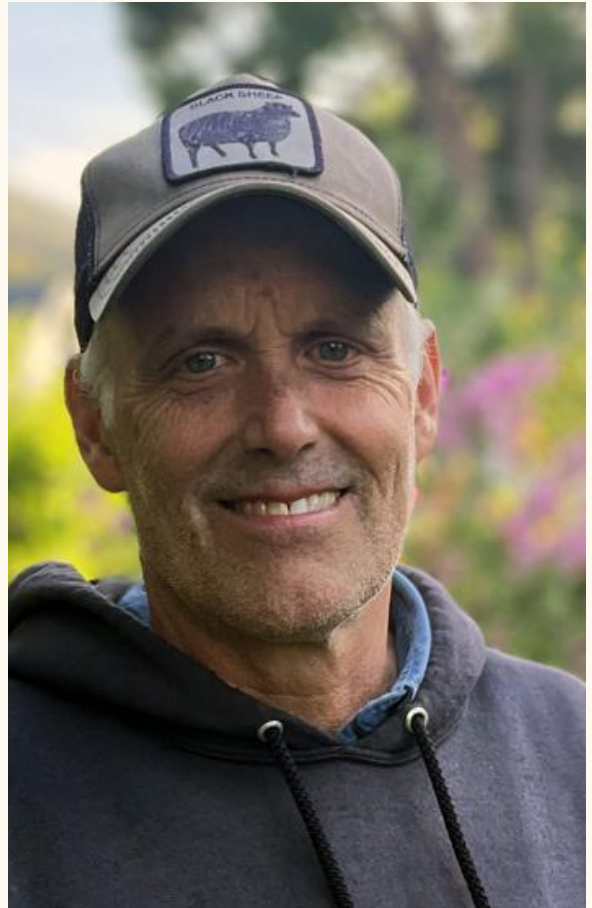
He works in IT managing macOS for larger companies, loves helping non-profits with their tech planning and enjoys mentoring other engineers.

Mark plays video games a bit too much and loves arguing about politics and religion, so he thinks he's not so great at parties. However, he states that he is not above innuendo when humor is called for.

John Muir

John is the proud owner and sailor of the centerboard gaff yawl *Seabird*, as well as the felucca *Franca*, a replica of the lateen-rigged San Francisco fishing boats of the 19th century.

As if that wasn't enough boats, John has worked for the last 33 years as curator at San Francisco Maritime National Historical Park, where he builds, restores and interprets the Park's collection of over 100 historic small craft. John's favorite is *Curlew*, Bird boat number 2, which he has had the pleasure of captaining in the MMBA Regatta in recent years.



Melissa Flick

Her love of the water started on the Mississippi River; boating was a special bonding time with Melissa's family, and brought great fun during high school years aboard her (eventual) husband Andy's boat. They have three daughters, Calder 11, Soleri 9, Akasha 7.

The pair moved to San Francisco in 2005. Their interest in sailing was re-discovered after an invite by Hans and Sophie to join on *Sequestor* for the Master Mariner New Year's Day Regatta. Just over a year ago the Flicks joined Point San Pablo Yacht Club and bought *Aida*, which was previously owned by MMBA members Skip and Patty Henderson. *Aida* is a 55' gaff schooner. The entire family has enjoyed working together on cosmetics of the boat.

The first time to race *Aida* was during this year's MMBA annual regatta, where the clan took 1st place in the Gaff 1 Division.

KNOW YOUR BOARDS OF DIRECTORS

The Master Mariner Benevolent Foundation (MMBF) is a separate board of directors. Its early mission was to expand the MMBA corporation's "Specific Purpose" to allow for proper funding of the 1999 Sail San Francisco event.

Since that time, the board has overseen annual philanthropic distributions to numerous worthy individuals and projects, some of which include:

- Local Semester at Sea programming 2017-Present for girls
- Call of the Sea: *Matthew Turner* and *Seaward* sail opportunities for youth
- Alameda Community Sailing Center
- Wooden Boats for Veterans
- Arques School of Wooden Boat Building

Each director is a past MMBA commodore.

MMB FOUNDATION BOARD OF DIRECTORS

Craig Swayne, Chairman

Mike Douglas, Treasurer

Terry Klaus

Bob Rogers

Ken Inouye

Peter English

Bill Belmont

Steve Hutchinson

Paul Dines

2013 - 2015

In 1978, the MMBA Articles of Incorporation were filed with the State of California. This re-established the MMBA as a not-for-profit social organization (California 501(c)(7) corporation).

To preserve this status, two requirements are to create a governing board of directors and to hold regularly scheduled meetings.

Candidates for appointment to the Board of Directors are nominated by members at the Annual Meeting in June. A vote is taken at the Annual Meeting.

Elected directors serve a three-year term.

MMBA BOARD OF DIRECTORS

Hans List, Commodore

Gena Egelston, Vice Commodore

Liz Diaz, Rear Commodore

KC Crowell, Treasurer

Neil Gibbs, Membership

Diane Walton, Trophies

Melissa Flick, Events

Mark Harris, IT/Data Management

John Muir, Regatta Support

Bill Conneely, Staff Commodore



Back in a moment. *Neja* and crew lean into it at Great San Francisco Schooner Regatta and Belvedere Classic. Read more about the race starting on page 20.



Annual Members Meeting & Elections

Saturday, June 17, 2023

Minutes:

Commodore Hans List convened at 4:35pm.

OPENING REMARKS

- Introduction of current board members: Liz Diaz, Gena Egelston, Ian Powell, Neil Gibbs, Lindsey Klaus, Allen Gross, Diane Walton, and Bill Conneely (Staff Comm.)
- Logistics of CYC for the weekend and show. Gates open at 10am.
- Annual meeting followed by dinner, drinks, and music by HOT CLAMS.
- Commodore List made special mention about safety – watch your step!
- The awards take place at 3pm on the upper deck. Guests submit votes prior to 3pm. Winners announced will receive perpetual trophy that will remain on display at CYC.
- Instructions relayed by CYC boat show representatives for a safe departure by 4pm.
- Volunteers requested to assist with gates and merch table. One-hour shifts beginning at 10am.
- Gratitude and recognition expressed to CYC flag officers (Corinthian Yacht Club, Tiburon, CA), MMBA (Master Mariners Benevolent Foundation) and all volunteers for all the hard work and assistance leading up to and including the kickoff of the annual Wooden Boat Show. *This is a foundation event.
- Representatives from the foundation in attendance:
 - Terry Klaus
 - Bob Rogers
 - Ken Inouye
 - Peter English
 - Bill Belmont

EVENTS

- New Years Day, Spring fling events were well attended at PtSPYC.
- China Camp Cruise Out – Labor Day weekend (September 2-4, details TBD).
- The sponsorship luncheon (held at the StFYC) was successful. 32+ sponsors were secured and \$15k was raised. See Commodore List for sponsor flags or regatta flags if needed.

- 48+ boats were on the racecourse including a parade class during this year's annual regatta. The after party, at Encinal YC, included lots of good food, awards, and comradery.
- Additional marquee opportunities for the classics to participate and incentive to win the Championship Series:
 - Belvedere Classic (hosted by SFYC), July 15
 - Jessica Cup (hosted by StFYC) October 14
- We had 50+ members in attendance at our annual meeting (all representing spectacular boats and many years of tradition and heritage).
- Noted that all slips were filled for this year's boat show!

MEMBERSHIP

- Current membership includes 100 regular/renewed members, 19 lifetime and 15 friends. Friends can still get on the water and crew for members boats. We love to see more! Cruisers (those w boats that do not qualify) are welcome too!

BOARD BUSINESS

- Task list and discussions with new board – website refresh and possible cruising fleet.
- There are three seats available for new board members. Rolling off: Allen Gross, Secretary, Lindsey Klaus, Regatta Chair, and Ian Powell, Events Director.
- BOD nominations include KC Crowell (owner of Chance), Melissa Flick (owner of Aida) Mark Harris (owner of Velerosa) and John Muir (owner of Franca). *Motion put forth to approve by Commodore List. 2nd by Neil Gibbs, 3rd by Bob Rogers.

Perpetual Trophy Winners

- **Stone Cup**, given to the boat for best professional restoration, awarded to Barbara Demere, Ocean Queen V
- **Corinthian Trophy**, given to the boat for sweat equity/best owner maintained, awarded to Michael Zolezzi, Yucca
- **People's Choice**, as chosen by ballot by attendees – awarded to Neil Gibbs, Kay of Göteborg
- **Alma/Lutz Trophy**, Biggest change in one year, awarded to Kenette Wadsworth, Wiletie

Meeting adjourned 4:57pm.



2022

WOODEN BOAT SHOW

BEHIND THE SCENES

Corinthian Yacht Club manager John Nicolai deserves very special recognition for exceptional devotion to making the Annual MMBA Wooden Boat Show a success. From food preparation, to the reception by the club-- and all the details of setting up tents, tables and facilities, to welcoming both MMBA members and the public over this very successful weekend.

Many thanks to the generous work and time dedicated by Harbor Committee Chairman Jon Kahn, Captain Allyn Schafer, Harbormasters Armando Muñoz and Oscar Schott and all the volunteers of both the Master Mariners and the Corinthian YC who orchestrated the departure and arrival of boats all weekend. Our intrepid CYC chef Chris says 130 dinners were sold on Saturday and 230 lunches on Sunday. His meals are truly top notch!

This was an amazing opportunity to give back to our waterfront community and show off both the club and our master mariner fleet.

THANK YOU ALL!

Randall Von Wedel & Shelly Willard





People's Prize

Neil Gibbs from *Kay of Göteborg* accepts the People's Prize, as chosen by ballot from this year's boat show attendees.

Corinthian Cup

Awarded to Michael Zolezzi, *Yucca*. This recognition is given to honor the year's best owner-maintained vessel.

Alma / Lutz Trophy

Putting in hours of work, and earning the Alma / Lutz recognition for biggest restoration change in one year, is Kenette Wadsworth for *Wiletie*. A 1927 staysail schooner designed by E.B. Schock, she is design #328 built by Tom Dittmar.



Stone Cup

A surprised Barbara Demere from *Ocean Queen V*, a 54-foot yawl designed by Phil Rhodes and built by Abeking & Rasmussen in 1951, learns the good news. The Stone Cup recognition is awarded to the best restoration. The trophy was donated by Bill and Grace Bodle.



Aside: Diane Walton assists a guest who selects a new MMBA t-shirt from the offerings.



Psst, look for more fruit on page 16.

Aside: The hands of Bob Darr from the Arques School of Traditional Boatbuilding in Sausalito fashion a custom vessel for a young sailor. Darr has volunteered at the MMBA Wooden Boat Show for many years.





Wondering about the fruit on this page? There's more on an upcoming page.



Orville

Writing and photo by Melissa Flick

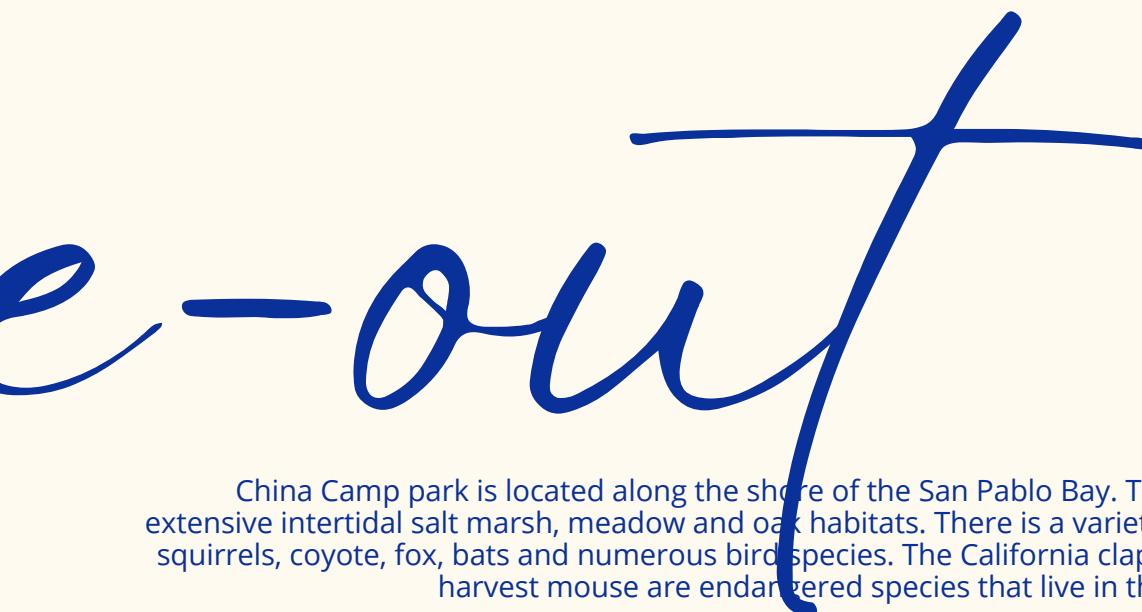
For 2023, we had five MMBA boats cruise-in and eight groups arrive by land, totaling 35 people. We had a delicious BBQ potluck and sing-alongs with our talented Master Mariners band, led by Tom and Hans List, Steve Hutchinson and two special guests.

The China Camp Cleat Cruise, established in 1974, comes with another ritual of passing on the plaque to a fellow member, but it also comes with the job of throwing the party the next year. Andy and Melissa Flick (*Aida*) had graciously accepted the award last year as newbies to MMBA. As they were getting ready to pass on this prestigious "reward," Melissa asked, "Is that Mike and Sue Proudfoot heading back to Farida?"

Melissa shouted to come back, announcing them as this year's winner. The Proudfoot dingy slowed, turned toward shore, then quickly turned back around and continued toward their boat. On land, the group erupted into laughter and made a motion to approve this honor by all present agreeing with "aye!" (The real reason for their win is that they are amazing sailors, mentors and friends who deserve to have their names etched on the back of the plaque.)

As the sun set, a dimming light graced the boats on the water, which was then followed by magnificent colors in the sky.

We graciously thank and appreciate the Friends of China Camp for hosting this amazing event again. Mark your calendars for next Labor Day.



China Camp park is located along the shore of the San Pablo Bay. The land features include an extensive intertidal salt marsh, meadow and oak habitats. There is a variety of wildlife including deer, squirrels, coyote, fox, bats and numerous bird species. The California clapper rail and the salt marsh harvest mouse are endangered species that live in the marsh areas of the park.

A Chinese shrimp fishing village thrived on this site in the 1880s. Nearly 500 people, originally from Canton, China, lived in the village. In its heyday there were three general stores, a marine supply store and barber shop.

Photos by Paul Dines.



Black Witch caretakers Sandee and Stan Swanson and suspicious fruit.



Dave Hirzel, Alice Cochran and Suzanne Statler share a moment.



Cory Lancaster and Bill Conneely.



Paul Dines (*Freda B*), Louis Nickles (*Vectis*) and Suzanne Statler.



Steve Hutchinson aside Vicky Oswald, Linda Kibler and Maggie Hutchinson.



Tom and Hans List, Melissa and Andy Flick joke about the passing-on of the Cleat Cruise Trophy.



Great SF Schooner Regatta & Belvedere Classic

SERIES OF THREE

July 15



Reprinted with permission from *Latitude 38*
Writing and photos by Martha Blanchfield

Marking the second in a three-part regatta series for classic yachts is the Great San Francisco Schooner Regatta and Belvedere Classic, July 15, hosted by San Francisco Yacht Club.

This event features two classes. The classic yacht non-schooner division attracted a total of 16 entrants. In the schooner division, four boats entered with each crossing the startline individually based on ratings: first being *Goldstar*, followed by *Brigadoon*, *Gloriana*, then *Jakatan*.

Vessels followed a tour of the bay course which mapped an 800-foot startline west of Angel Island, a first mark east of Yellow Bluff/Hank Easom, sail to Little Harding Rock southwest of Angel Island, to Blossom Rock, then a Knox finish in same vicinity as the startline.

Father-daughter team Terry and Lindsey Klaus took a first in the schooner class. *Brigadoon*, a 50-foot classic, has sailed all but one year of this regatta; the one time she was unable to compete she still graced the race docks with a visit. *Brigadoon* is the first design of L. Francis Herreshoff, son of Nat Herreshoff, and at age 99 she still looks as wonderful as the day launched. Earning a second place was *Jakatan*, with Jeff Hawkins at the helm. Having done every one of this race, it is easy to observe "Jakatan" engraved on the trophy in several spots.

Steady winds and smoother waters kept racers in good forward motion. For the classic yacht non-schooner division, Jock MacLean revealed that *Oriole* (Bird boat) had a late start by one minute, but found a great line to Sausalito. "She sailed away at 12, held her own going to Blossom Rock, then kicked-in to Alcatraz." This skipper tacked under the other boats, running the bird closer than most aside guano island.

"She can perform like a bat outta hell upwind." In 2022, Bill Claussen on Bird boat *Cuckoo* had the ride of his life fighting to earn a first. This year he sailed to a second. Special recognition was given that day to *Freda*, one of the West Coast's oldest ladies on the water. She was built in Belvedere, 1885.

Cover page image: Members of *Freda* crew scan the horizon.
Above: *Brigadoon* boys ready the fisherman.



Left: Conrad Borger III and the alley-oop aboard *Neja*.
Right: Jennifer Hinkel gives *Ouessant* legs to run.

A youngest to sail that day was James Conrad Borger III, grandson of Jim Borger who owns the Lapworth-designed Dasher 32 *Neja*. Joining for his first-ever race, Conrad proved indispensable during prep with a twice hoist up the mast to check anemometer. He assisted “putting stuff into the sides so they would not slide out.” Conrad did a brief pre-race stint sitting on foredeck, but unabashedly stated that most time was spent below playing video games and mastering a technique to stand middle of cabin without touching anything as the boat heeled. “I just go with the flow. There were times with a lot of noise up top, so I would just ask what was going on.” After each tack, family yelled down and received a response, “Now we’re leaning the other way.” *Neja* came in fifth for non-spinnaker class.

While SF Bay inland temps hit beyond the 100-degree mark, folks on the water reveled in cooling winds and intermittent douses. On the calendar since 2008, this regatta was initially limited to schooners and used to attract 16 to 18. However, the number of local schooners has been dwindling says race chair John Swain of SFYC, so in 2019 registration was expanded to include non-schooners. “We are pleased to see the event grow. 2023 brought a great turnout of vessels in varying makes, from Bird boats to Knarrs, three Farallone Clippers and various other classics.”

The Great San Francisco Schooner and Belvedere Classic Race is one in a series that includes the Master Mariners regatta in May and October Jessica Cup. The trifecta was established by SFYC, StFYC and MMBA. Yachts of traditional design, built in wood or steel or glass reinforced plastic designed more than 50 years ago, may be entered. For boats with two or more masts, the foremast must be equal to or smaller than mainmast.

**WHAT HAPPENS IF YOU THROW A
FINNISH SAILOR OVERBOARD?**

HELSINKI

**WHAT IS A SAILOR'S LEAST
FAVORITE VEGETABLE?**

LEEK

**WHERE DO LATE SAILORS
COME FROM?**

MISSED-HIS-SHIPPI

**HOW DO YOU REJUVENATE
AN OLD BOAT?**

BOAT-TOX

**WHAT DO SAILORS USE TO
BLOW THEIR NOSES?**

ANCHOR CHIEFS



The reason real fruit is on some pages is because there's something very not real on one page in this issue. Let's see who can find the fake (AI or Artificial Intelligence-generated) content item.

LOA ft: 30'6"
Beam: 6'6"
Draft: 4'6"

Flotsam 1964

W E S L E Y N U N E Z



My father, Roger Nunez, and I purchased *Flotsam* #42 at the end of October 2022. The attraction was based on a few things:

- It's a Stone Boatyard boat. I'm into the local history, plus the Egelston's *Water Witch* is also a Stone boat so that connection is sentimental.
- Geoff Clerk's uncle (from whom I purchased her) built *Flotsam* back in 1964, so this is another personal connection.
- Designer is Starling Burgess, who designed two of the J Class yachts, so she has excellent pedigree.
- *Flotsam* is BEAUTIFUL!

Our goal is to keep *Flotsam* as original as possible. She needed paint, varnish and other minor TLC. We will race her in Master Mariner events and possibly inter-club races.

I'm new to racing, having done a couple years with John and Gena on *Water Witch* at ROLEX Big Boats 2021 and '22, Jessica Cup, Vallejo Race, Moonlight Madness, but not skippering my own boat. I started sailing four years ago; the Egelstons and other customers got me into it and I am now hooked. I bought a Santana 22 in 2019/2020, a Ranger 33 in 2021, and now co-own this 1964 Yankee One Design. Joining MMBA was part of the reason we got *Flotsam*. She's berthed at Alameda Marina.

Wesley and family own Reliable Marine Electronics in Alameda. He and wife Christina have introduced (almost two year old daughter) Julia to sailing.





On approach to the Farallon Islands.

Forward to Farallons

OCEAN AND ENVIRONMENT FEATURE

The Farallon Islands, 27 miles west of the Golden Gate, might as well be a hundred miles offshore to most SF Bay sailors. The relentless NW swell, fog and adverse currents create a boundary that few are enticed by. My first trip to the islands was in 1985 aboard Charlie Merrill's Grand Banks 32 Cimba on a supply run for Point Blue research scientists who maintain a permanent station there under the aegis of the California Department of Fish and Game. Charlie, an MMBA member who owns Bear boat 14 Williwa, was instrumental in the founding of the research station, plus development of the Farallon Patrol, a volunteer group of skippers who make monthly trips to resupply the island-based team. I have been involved since 2010. The addition of Schooner Freda B to the Farallon Patrol gives our crew the opportunity to assist with this important work, plus we enjoy those trips outside the SF Bay and back.

WRITTEN BY
PAUL DINES

PHOTO BY
PAUL DINES

A typical run means a full 12-hour day on the water, plus time spent loading-in on the night prior. Groceries, mail, fuel, parts for necessary repairs, scientific instruments, samples for further analysis and a crew change are all secured on Freda B. One of the larger boats in the fleet carries the over-sized gear required during the span of one of four yearly seasonal shifts. An early start is always preferred, as the winds tend to be calmest at start of day. If a favorable current is with us, we make a fast route from Sausalito to Point Bonita.

The weather window for the offload is of critical importance; figuring both wind speeds and sea state and its direction factor into whether a trip is greenlighted or we remain on standby. With no pier at the Farallons, delivery success depends on the island crew's ability to launch and recover a RIB from a crane; if too much swell or waves from the wrong direction are anticipated for time of delivery, this can cancel a trip.

As a route, I like to head north at Bonita Channel to Muir Beach or a bit further, then raise the four lower sails and try to lay a starboard tack directly to the southeast of Farallon. Because of operational limits of the island crew, often the conditions are on the benign side, which is to our liking, and we can motorsail close to them. Ocean trips during crab and salmon season equate to a sporting effort of sorts, as we can partake in that natural seafood abundance; we've been successful on some trips.

Upon arrival, the shoreboat will rig a poly mooring line to the permanent mooring bouy and we secure to that. From the island, off comes rubbish, no longer needed equipment, departing scientists and empty fuel tanks --

to be replaced with fresh supplies and staff. The process has to be done with care because everything is of vital importance; timing between the two vessels bobbing about in heavy surf is rife for potential harm to crew and material. The transfer can take a couple of hours.

During a visit, the Freda B crew can take in the preponderance of wildlife, marveling at the variety of species. Birds, mammals, whales and sharks are all observed in close proximity. By virtue of our mission, we have permission to be closer to the island than normal, inside the prohibited exclusion zone. Within this area the wildlife shows little inhibition to our presence.

Upon conclusion of load-in, we circle the island counter-clockwise to the rugged west side, watching shoal waters that extend far to the west with its arches and caves testifying to the power of the NW swell; it absolutely feels like the edge of the world. That NW swell is of such concern to us on the journey to the island. but it becomes our best friend on the way home. Sailing 30-miles back to the

Golden Gate on a broad reach in 15 to 25 knots is high on everyone's list. Again, the number four lowers, a reef is put in the main (out of an abundance of caution) and off to home. On a return run we've seen up to 12 knots of boat speed broad reaching--a schooner's favorite point of sail, and the crew's too.

The anticipation of each offshore run is exciting, it's a break from our 'round the bay laps and a chance to really stretch our legs and contribute in a meaningful way to those working on behalf of the conservation community.

The Farallon Patrol is open to volunteers, either as crew or as contributors with well-found vessels. If you'd like to know more about the research conducted, consider following Point Blue research. There is a lot of good work being done by this organization all over the state and country. In a world of large, complex and overwhelming problems, I feel great about supporting work done locally that has a much larger impact than I could make individually. And yeah, the crew and I kinda relish the broad reach home! ♦

Groceries, mail, fuel, parts for necessary repairs, scientific instruments, samples for further analysis and a crew change are all secured

Former MMBA club commodore Paul Dines is co-owner of the Schooner Freda B. Since 2010, he has donated his crew's manpower and hours of service to help advance Point Blue environmental studies on the Farallon Islands.

On the Fourth of July of 1867,

the Boatman's Protective Association staged a race among working sailboats in San Francisco Bay. After repeating the event in 1868 and 1869, the Association was recognized under a new name: the Master Mariners Benevolent Association.

Knowledge of the histories of the Master Mariner's Benevolent Association (MMBA) and the Master Mariner's Benevolent Foundation (MMBF) are essential to understand the respective roles of each organization and their relationship to one another.

While each entity is independent, they complement one another, and collectively serve the interests of all MMBA members and our community.

The Master Mariners Regatta raised funds from local maritime businesses to benefit the widows and orphans of seamen lost at sea—the spirit of which is reflected in the MMBA Burgee, a Herreshoff anchor with an “H” across its shank, standing for Hope.

By 1891, steam engines were replacing sails and the era of the regatta ended. In 1965, the Association was revived in honor of National Maritime Day, and the regatta resumed among traditional sailing vessels.

In 1978, the MMBA Articles of Incorporation were filed with the State of California, which re-established the MMBA as a not for profit social organization (California 501(c)(7) corporation) to promote the fraternity of wooden sailboat owners, the maintenance of their vessels, and traditional seamanship through the Annual Master Mariners Regatta and subsequently other events (its “Specific Purpose”). The MMBA remains one of the oldest and largest associations of traditional wooden sailboats.

Historical Small Craft Preservation Fund

In 1988, the MMBA Board of Directors established the MMBA Historical Small Craft Preservation Foundation (the “HSCPF”), a tax deductible public benefit corporation (California 501(c)(3) corporation) to help fund the restoration of the Bird Boat *Polly* (commonly known as the “Polly Project”). Since the materials, labor and capital donated to the project were tax deductible, sufficient materials, labor and capital were contributed to successfully complete *Polly's* restoration.

Annual Wooden Boat Show

In 1994, to further promote core MMBA values (benevolence), and to create a permanent venue for its Annual Meeting of Members, the MMBA Board of Directors initiated the Annual MMBA Wooden Boat Show to be held at the Corinthian Yacht Club to raise funds to promote and fund the preservation of classic sailboats, the associated skills, and traditional seamanship through education.

Knowledge of the histories of the Master Mariner's Benevolent Association (MMBA) and the Master Mariner's Benevolent Foundation (MMBF) are essential to understand the respective roles of each organization and their relationship to one another.

While each entity is independent, they complement one another, and collectively serve the interests of all MMBA members and our community.

Sail San Francisco (SSF)

In 1999, the state of California budgeted a significant sum of money to celebrate the state sesquicentennial. A portion of the state's funds had been allocated to Sail San Francisco (SSF) for the reception of thirteen Class A Tall Ships and their crews that would sail from many countries into San Francisco Bay. The state employed Alison Healey to design and organize the event.

With the vessels underway, California elected a new governor who reversed the allocation of funds for the event, and Healy was suddenly unemployed, but she remained committed and took on the additional challenge to secure funding for the four-day event and the re-provisioning of the vessels.

To attract the scope of donations to pull off the event, she needed a 501(c)(3) entity to provide donors tax deductions for their contributions. She approached the MMBA Board of Directors for assistance, and in May 1999 the MMBA Board modified and amended the HSCPF Articles of Incorporation to change the corporation's name to the Master Mariners Benevolent Foundation (MMBF), establish a separate Board of Directors, and expand the corporation's "Specific Purpose" to include funding the SSF event.

Accordingly, tax deductible donations were channeled through the MMBF to fund SSF. Alison Healy managed to secure sufficient capital, services and provisions to make Sail San Francisco a success. The event drew tens of thousands to the waterfront.

HISTORY OF THE MMBA

In contrast to the East Coast, San Francisco was a crude and raw place in 1867. Its vessels were not those of the rich, used just as play toys, but vessels that were used in everyday business of commerce. They were the scow schooners, the lumber schooners, the brigantines, the barkentines, and the oyster sloops. As a result, their captains were first and foremost men of the water, and they had a courage and charter all their own.

During the late 1800's, there was a great deal of money flowing into San Francisco from the Comstock Lode and other mines. The demand for materials was great, and the load fell on the fraternity of the waterfront since those were the days before the ferry service and bridges of the San Francisco Bay. Up and down the waterways of the Delta and along the rugged coast of California from the north to the south, vessels of all description carried the necessities of everyday life.

Thus, it was in 1867, that a contest was established among those coastal sailing ships and San Francisco Bay and Delta workboats to help celebrate Independence Day. That first contest was the start of San Francisco's Master Mariners Regatta.

Thousands of spectators crowded Telegraph Hill to view the hotly contested battle of two bluewater sailing ships around a tight, 18-mile, inside the Bay course. More than 40 vessels raced for prizes that ranged from opera glasses to a cord of wood, or a ton of potatoes--all donated by local merchants. But the most coveted prize of all was, and still is, a silken swallow-tailed banner emblazoned with a strutting gamecock with the words CHAMPION embroidered across in large letters.

A great story is told of those times: during the 1880's, in a waterfront bar known as the Exchange, two skippers placed a bet between themselves. Both had commercial vessels, and both thought they could beat the other in an all-out confrontation of sail. The date was set, and the course was set.

Riding on the outcome, not only the original bets, but side bets amounting to over three-thousand dollars! The course was run as a match race, and the heavy bettor won, saying, "I don't know of any easier way to get the money, other than knocking him over the head and stealing it!"

Unfortunately, the winning vessel, a scow-sloop named *P.M. Randell*, caught fire in Suisun Bay while hauling a load of hay the next year and a rematch was never run.



Events

ROLEX Big Boat Series

September 13 - 17

St. Francis Yacht Club

Info: St. Francis Yacht Club

Jessica Cup Regatta

Oct 14

St. Francis Yacht Club

Info: St. Francis Yacht Club

New Year's Day Race and Cruise-in

January 1

Race to Point San Pablo Yacht Club

Chili cook-off, potluck and

tacky trophies



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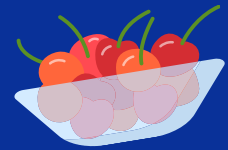
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*Find it yet?
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