

2024 SPRING
EDITION 02 VOL 02

the

Shellback

REGATTA
WEEKEND

Annual Meeting and Wooden Boat Show
sunshine, sheltered cove, singing clams

Trophies Over The Years
stories behind the treasures

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.

Member vessels include traditional and classic sailboats.



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

2024 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.



THAT WAS A MOST REMARKABLE WEEKEND

Add one more wonderfully successful MMBA regatta, after-party and breakfast on the docks to the books.

2024 MMBA regatta results are in, and we had a record 49 sponsors to support this annual. Read about it starting on page 11.

A huge "THANK YOU" to sponsors, the Sausalito Yacht Club Race Committee, Encinal Yacht Club members and staff for hosting us, and the many, many MMBA members who volunteered to make this year's regatta, luncheon and fundraising efforts a success.

I look forward to seeing you soon at the Corinthian Yacht Club in Tiburon--it's time for the annual MMBA Member Meeting and Dinner, June 22; see info on page 9. This, of course, is followed by the Wooden Boat Show June 23. Tickets \$20; children under 12 are free to attend. Last year we had a line across the parking lot, stacked with guests of all ages ready to visit and view.

PS, we love sharing member photos. Send race and party pix to us so we can add to the website. Email to: KC.Crowell@sfmastermariners.org



Hans List
Commodore 2022 - 25
s/v Sequestor
hans.list@sfmastermariners.org



Sunday brunch post regatta on the dock at Encinal Yacht Club. Left to right are Sophie List, Mike Proudfoot, Kevin Hydes (new MMBA Friend member) with daughter Eliza and wife Jenny Fosket, Vicky Oswald, Sue Proudfoot.



Sunday had an impromptu BBQ at Point San Pablo YC to celebrate the victories and huge participation of members in the Master Mariners Regatta.

13 PSPYC member boats and 43 PSPYC members participated as either skipper or crew. Both photos by Melissa Flick.



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Logging hours in the boatyard.

PSPYC members out together on *Kanaloa* (non-wooden boat). All photos by Melissa Flick.



Flick family and new MMBA Friend members Kevin Hyde and Jenny Fosket.



Festooned *Freda B* and friends having festival fun.

MASTER MARINERS
ON THE WATER
Sunday, April 28

PICYA

**OPENING DAY
ON THE BAY**



MASTER MARINERS

WOODEN BOAT SHOW

Sunday, June 23rd 2024

Supports the Preservation of Classic Sailing Vessels, Seamanship and Nautical Education



Corinthian Yacht Club
Main Street, Tiburon
10 a.m. to 4 p.m.

Admission \$20 • Children under 12 Free & must be supervised.
A rare opportunity to view and board San Francisco Bay's classic sailing yachts. Meet their skippers and learn their history.

Corinthian Yacht Club Outdoor Bar & Grill Open for Lunch.

Sponsored by historic (1867) Master Mariners Benevolent Association • www.mastermariners.org

Illustration by MMBA member Caleb Whitbeck

www.sfmastermariners.org

Time to gather at the Corinthian Yacht Club for a weekend of music, drinks, socializing, annual dinner and the Wooden Boat Show.

The boat show is our celebration of the passion we share for traditional vessels. This weekend is especially dear, as it is our chance to open our arms, hearts and beloved boats to the public. This event is our only direct fundraiser; it supports the Master Mariners Benevolent Foundation--our 501(c)(3) foundation which assists youth sailing, wooden boat building, maritime education and vessel restoration.

Saturday

- Boats arrive 12 noon to 4:00 pm
- Member socializing 4:00 pm
- Annual meeting 6:00 pm on lower deck
- Dinner follows member meeting

Sunday

- Boat show 10:00 am to 4:00 pm
- Awards presentation 3:00 pm
- Vessel departures 4:00 pm to 4:30 pm

There are still openings available. Contact Bob Rogers (voice or text) at 415 272-0391, or email robert.rogers600@gmail.com.

For those who plan to display, formal invitations and docking instructions will be shared in early June. All vessels must check-in with MMBA dock master on VHF channel 68 before entering harbor.

As part of the Annual Meeting there will be elections to the MMBA Board of Directors. Interested in serving? Contact Commodore List.

Annual Meeting

- Saturday buffet dinner
- Music Saturday afternoon and evening provided by the Hot Clams

Arriving by car? There are several parking lots in downtown Tiburon within walking distance of the CYC. Parking information:
<http://angelislandferry.com/parking-information/>



June 23
Wooden Boat Show

June 22
Annual Member Meeting



2024 Annual Regatta Results

DIV.	VESSEL	SAIL#	OWNER	DIST.	START	FINISH	ELAPSED	PLACE	SPECIAL AWARDS
BS	FREDA B	67	Paul Dines & Marina O'Neill	14.2	12:55:00	14:44:34	1:49:34	1	Lynx
O II	OUESSANT	8214	Jennifer Hinkel	17	12:45:00	RET			
O II	CREDIT	8708	William & Janice Belmont	17	12:45:00	15:39:16	2:54:16	3	
O II	HANA	FC 15	Brian Boyd	17	12:45:00	RET			
O II	VIP	FC 7	Don Taylor	17	12:45:00	15:38:49	2:53:49	2	Farallon Clipper
O II	NEJA	7325	Jim Borger	17	12:45:00	15:38:31	2:53:31	1	
M I	GOLD STAR	2001	Jim Cullen	15.6	12:10:00	14:53:57	2:43:57		
M I	WILETIE	Y 6	Kennette Wadsworth	15.6	12:15:00	DNC			
M I	FAIRWYN	1061	Richard Leland	15.6	12:20:00	14:49:59	2:29:59		
M I	BOUNTY	28170	Dan & Sue Spradling	15.6	12:25:00	14:47:45	2:22:45	3	
M I	PEGASUS	100	Peter Hayes	15.6	12:25:00	14:59:13	2:34:13		
M I	HURRICA V	1924	Mark Sanders	15.6	12:30:00	14:51:27	2:21:27		
M I	FERAL	1	Dan Bohn	15.6	12:30:00	DNC			
M I	KAY OF GOTEBOG	2190	Neil & Ellen Gibbs	15.6	12:35:00	14:45:47	2:10:47	2	
M I	WATER WITCH	P 3	John & Gena Egelston	15.6	12:35:00	14:44:03	2:09:03	1	
M I	MAYAN	1947	Stacy & Beau Vrolyk	15.6	12:50:00	DNC			
M I	YUCCA	8526	Michael & Louise Zolezzi	15.6	12:50:00	14:58:26	2:08:26		Dead Eye Trophy
M II	FARIDA	166	Mike & Sue Proudfoot	15.6	12:20:00	15:42:38	3:22:38	3	
M II	LYDIA	47033	James Emmett & Laura Clark	15.6	12:20:00	DNC			
M II	NAUTIGAL	F 660	Robbie Robinson	15.6	12:35:00	RET			
M II	EVENTIDE	31	Gregory Miano	15.6	12:40:00	14:59:54	2:19:54	1	Aloha Trophy
M II	ENCORE	103	Bert Damner	15.6	12:45:00	15:13:15	2:28:15	2	
M III	ASOLARE	849	Karnell & Elizabeth Hillscan	15.6	12:20:00	15:39:09	3:19:09		
M III	VECTIS	715	Louis & Sara Nickles	15.6	12:10:00	15:23:02	3:13:02	3	
M III	FOLLY	M 16	Allen Gross	15.6	12:15:00	DNC			
M III	VIKING	100	Michael O'Callaghan	15.6	12:30:00	14:56:47	2:26:47	1	Homeward Bound & Lyle Galloway
M III	FLOTSAM	Y 42	Wesley & Roger Nunez	15.6	12:35:00	15:12:23	2:37:23	2	
M III	VERITY A	38	Terrance Tucker	15.6	12:35:00	DNC			
M IV	POLARIS	H28	Michael Burton	12.8	12:10:00	DNC			
M IV	KAZE	6	Liz Roso-Diaz	12.8	12:15:00	14:52:11	2:37:11	1	

DIV.	VESSEL	SAIL#	OWNER	DIST.	START	FINISH	ELAPSED	PLACE	SPECIAL AWARDS
G I	AIDA	G 90	Melissa & Andrew Flick	14.2	12:20:00	14:32:23	2:12:23	1	
G I	BRIGADOON	888	Terry Klaus - Lindsey Klaus	14.2	12:40:00	14:35:37	1:55:37	2	Billiken Trophy
G II	SEA QUEST	G	Stephen Carlson	14.2	12:20:00	14:39:23	2:19:23	1	
G II	SEA LOVER	D 1	Chris Jannini	14.2	12:20:00	RET			
G II	SEQUESTOR	G 31	Hans & Sophie List	14.2	12:25:00	14:49:45	2:24:45		
G II	BRIAR ROSE	G 31	Jack Sloane	14.2	12:25:00	14:44:50	2:19:50	2	LDT
G II	BLACK WITCH	G 52	Sandee Swanson	15.3	12:30:00	DNS			
G II	FREDA	G 14	Spaulding Center	14.2	12:30:00	14:47:57	2:17:57	3	
G II	MAKANI KAI	G 77	Ken & Kristine Inouye	14.2	12:35:00	14:52:47	2:17:47		KERMIT PARKER
Bear	MAGIC	65	Tim Maloney	12.8	12:00:00	14:15:49	2:15:49	1	Gerry O'Grady
Bear	PANDA	9	Daniel Maloney	12.8	12:00:00	DNS			
Bear	VELEROSA	69	Hans Hansen	12.8	12:00:00	14:18:14	2:18:14	2	
Bear	TRIGGER	20	Karl Joost	12.8	12:00:00	RET			
Bird	CUCKOO	16	Bill Claussen	15.5	12:05:00	14:47:16	2:42:16	1	Everett J Hansen Trophy
Bird	ORIOLE	11	Jock Maclean	15.5	12:05:00	RET			
Bird	HUMMINGBIRD	22	Will Campbell	15.5	12:05:00	15:25:40	3:20:40	3	
Bird	CURLEW	2	National Park Service	15.5	12:05:00	15:39:37	3:34:37		
Bird	GREY GOOSE	10	Walter Brewer	15.5	12:05:00	14:52:06	2:47:06	2	

Commodore Hans Muses on Moments of a Most Remarkable

- > Briar Rose Tahiti Ketch owned by Jack Sloane: Sailed down from Bodega Bay in a gale the night before the race. He moored in Sausalito Friday night, sailed the regatta, came in second place in Gaff 2, then departed EYC at 4:00am (while some were still awake and playing music) to sail back up the coast. Pure dedication.
- > Sea Quest (Angleman Gaff Ketch 45 LOA) owned by Stephen Carlson: Single-handed regatta and won his division (Gaff 2). Awesome.
- > Nautigal (Spaulding) owned by Robbie Robinson: Had to retire on the last leg due to broken boom.
- > Hana (Farralone Clipper) owned by Brian Boyd: Vessel dismasted while flying spinnaker on last leg. No one was hurt and he showed up to the awards ceremony after getting vessel back to her slip. Great attitude and is now organizing repairs.
- > Ocean 2 Class had top 3 finishers come within 20 seconds of each other with vessel Neja (Lapworth-designed Dasher 32 owned by Jim Borger) winning the division.
- > The lateen-rigged Falucca Franca, sailed by John Muir, cracked the antenna but was able to lash it up and finish the course.
- > At least 7 vessels with multiple generations aboard: Flotsam, Water Witch, Franca, Asolare, Brigadoon, Aida, Sequestor. It's a family affair.







Photos by Martha Blanchfield / RenegadeSailing.com



Vectis, photo by Melissa Flick.



REGATTA WEEKEND

HIST O TROP



WILLIAM RITTER, JR. MEMORIAL TROPHY PRESENTED AS BILLIKIN TROPHY 1978

This trophy was donated by Master Mariners' founding director William E. Vaughn in memory of his friend, fellow Master Mariner founding member/advisor, William Ritter, Jr.

Mr. Ritter was a well-known Bay Area yachtsman and owner of the gaff yawl Billikin for more than 40 years. The bronze bell which adorns this trophy was presented to Mr. Ritter by the Aeolean Yacht Club of Alameda, California in appreciation for his dedicated service as Commodore of Orleans in 1934, 1935 and 1936. When Mr. Vaughn purchased Billikin from the Ritter estate, he came into possession of the bell.

Prior to selling Billikin, Mr. Vaughan removed the bell from service and presented it by Declaration of Trust to the Master Mariners in the form of a trophy to be awarded to the gaff-rigged sailing vessel which covers the race course in the least elapsed time. He defines a Gaff-rigged as was traditionally defined in San Francisco Bay during the year 1914: as to hull materials.

This deed of gift may not be amended to include fiberglass, ferrocement, aluminum or other such "bastard" material. A Gaff-rigged vessel may include hulls constructed of steel, iron or bronze. For the purpose of this trophy, gaff-rigged vessels shall include wishbone and lateen rigs on the main, but schooners with Marconi main and Gaff foresails are not considered Gaff-rigged vessels.

Today, the trophy is awarded to the Gaff vessel which is more than 30-feet on deck and which earns the fastest time around the course.

The Billikin, a 1914 39-foot Gaff yawl, was built in Alameda, California, by Frank Stone's foreman Charlie Morton.



DEAD-EYE TROPHY

1968
CLIPPER PERPETUAL AWARD
(presented as Dead-Eye)

Donated by Johnson & Joseph Company of San Francisco, a well-known Bay Area yacht chandlery which operated for more than 100 years. Trophy features a ship dead-eye from the Baltic Ketch Fri.

Design was idea of Fred Purdue, manager of the Hyde Street store of J&J, and Cy Lee, vice president. Per conditions of Deed of Gift, trophy is awarded to vessel with shortest elapsed time over race course.

Competitors must be more than 30-feet on deck and not racing in retired Ocean Racers Division.



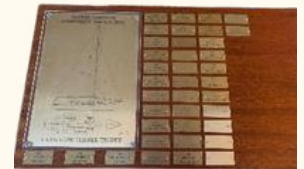
BARUNA CUP 1976

Originally named "Bermuda Cup." Award retired in 1938 after Baruna won event for third time.

Cup then deeded to California Maritime Academy Foundation of Vallejo, and donated as a perpetual trophy for the retired Ocean Racers Division of the MMBA.

Today, Baruna Trophy is awarded to Ocean I (OI) yacht first-to-finish.

Members of this class include vessels 45-foot or larger, designed by pre-World War II greats such as Alden, Rhodes, S&S, Herreshoff.



FARALLONE CLIPPER



GERRY O'GRADY



HOMEWARD BOUND

TORY Y F PHIES



LONGEST DISTANCE TRAVELED

1984

The Longest Distance Traveled Trophy displays the impressive "Revenue Cutter Californian" (state tallship ambassador) from a painting by Roy Cross.

Donated in 1984 by the Nautical Heritage Society in Dana Point, CA.

Trophy awarded to the boat traveling farthest to race in the annual Master Mariners regatta.



J. EVERETT HANSON TROPHY

1976

Awarded to the Bird division for the vessel first to finish in the annual Master Mariners Regatta.



ALOHA TROPHY

1996

Aloha Trophy awarded to the Marconi II division (35 to 40-foot on deck) yacht which earns the fastest elapsed time. Trophy was won by the R class racing sloop Aloha during the fall regatta 1924, which was sponsored by the San Diego Yacht Club.

When Aloha was commissioned, she was the first Marconi rigged R boat on the West Coast, thereby carrying the honor of designation "R1."

Trophy was donated by Mr. Robert E. Rogers, who was a young boy during the regatta sailing with his father and grandfather, Commodore George S. Gray of the San Diego Yacht Club. As

Mr. Rogers recalls, Aloha really stood out in the predominantly gaff-rigged R fleet of 1924. Not only was she Marconi-rigged, but also sported a bright mahogany hull.



LYNX TROPHY

1976

The Lynx Trophy (Baltimore Clipper, 1812) is awarded to the big schooner finishing in their division in the annual Master Mariners Regatta for fastest elapsed time.



KERMIT PARKER TROPHY

1997

(Memorial Ships Log) is awarded under the Gaff II division for the vessel finishing in the annual Master Mariners Regatta and recognized for fastest elapsed time. Trophy was dedicated by his friends at the San Rafael Yacht Club in 1997.



LYLE GALLOWAY MEMORIAL

Lyle Galloway Memorial Trophy donated by Michael and Sue Proudfoot in memory of founding member, marine artist, sailing friend, Lyle Galloway. Galloway died while sailboat racing near Newport Beach, California, on March 31, 1984.

Mr. Galloway was a Sea Scout leader in the San Francisco Bay Area for many years and taught many young men to become "fit and proper" boat handlers. Trophy is awarded to otherwise qualified sailing vessels with a length on deck of 30-foot or less, sailing the race course with best elapsed time.

The California black walnut base was cut and milled by member Paul Rodgers. Taffrail log rotator was a gift from Mr. Galloway to Mr. Proudfoot many years ago. The small reproduction of one of Mr. Galloway's sketches exemplifies the spirit with which smaller Master Mariner vessels vie to win.



*S*ponsors

Bosun: \$300

20

Deck: \$400

24

Mate: \$500

Master: \$1,000

Master Mariners regatta sponsors are the fuel for our organization.

We gather in May, as we do each year, with regatta sponsors and skippers at the St. Francis Yacht Club in San Francisco one week prior to our annual race. This luncheon salutes our sponsors.

For 2024, we achieved a record 49 sponsors. Some sponsors had a particular boat in mind to support; many shared a corporate flag at the lunch--knowing that it would be flown from aboard the sponsored boat's panoply of MMBA and individual flags to be hoisted come regatta day.

All present enjoyed the lovely St. Francis lunch (although a few sponsors left their vegetables on their plates...but who's telling?). A highlight was Commodore Hans List honoring Michael Douglas with a new honor, the Captain's Ledger award, for his fifty-plus years of Master Mariner volunteer work.

Annually, a member boat is chosen to display on MMBA merchandise. For 2024, the honor goes to *Brigadoon*--celebrating 100 years on the San Francisco Bay. Guests purchased t-shirts, polos, hoodies and (best seller) MMBA denim shirts and caps featuring this Herreshoff beauty.

Submitted by Diane Walton



Photos by
Randall Von Wedel.





THANK
YOU
SPONSORS



BOSUN

Andrew Flick Artisan
Design & Build Firm



DECK



IN KIND



MATE



MASTER



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Andrew Flick Artisan
Bay Area Marine Services
Berkeley Marine Center
Blue Path Foundation
Call of the Sea
Dolphin Swimming & Boating Club
Electra Yacht Charters
Epifanes
Friends of Judy J
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Keyston Bros.
KKMI
Latitude 38
Meridian Management Consultants
North Beach Marine Canvas
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The Hitmen Pest Control
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IN KIND

Barbie Whitbeck
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Klaus Maritime LLC
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West System

DECK

American President Lines Alumni
American Rope and Tar
Courtney Andersen Traditional Rigging
Dennis Deisinger Maritime & Logistics Management
Dr. Patrica Howson
Nikolaus Reed
Paul Disario
Spaulding Marine Center, Greg Braswell
Starboard Marine Surveyors
Wooden Boats for Vets

MATE

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MASTER

Thors Hope Foundation
Reliable Marine Electronics
SF Bar Pilots
Steve and Linda Kibler
Svendsens Bay Marine



Commodore Hans
presents Michael Douglas with
Captain's Ledger for
50 years of commitment.
Article by Terry Klaus, *Brigadoon*.



Let's start in 1977-78...

In previous years, after the regatta was sponsored by the Marine Committee (founding members) of the Propellor Club (a maritime shipping organization), the Master Mariners had been run by our founder William Vaughan, a maritime attorney. There was no succession plan after Bill decided to quit as commodore in 1976.

Mike Douglas was on the MMBA board (at the time was comprised of approximately five persons) and was selling boats at Kermit Parker's in San Rafael (mostly classic boats). He offered to become commodore to keep the MMBA going. It has been rumored that Bill Vaughan just dropped the boxes of MMBA records at his front door and said, "It's your baby."

It's your baby

Mike continued to serve as treasurer during this time, and remained so until well after 2000. He eventually decided that being treasurer to both MMBA and the Foundation (MMBF) was too much. At present, he is treasurer of just the Foundation.

In 1999, the MMBF oversaw financial details for the Tall Ships gathering in San Francisco. He was managing all monies coming in and being distributed to events and vessels. Talking to others in the know, this was almost a full time job.

Mike is still the MMBF treasurer, in charge of distributing donations to the various designated organizations. He is always researching the various Maritime non profits, maintaining contacts, getting thank you letters from those recipients. His financial reports are always excellent, comprehensive and very accurate. He even adds nautical art work.

A mainstay and dedicated MMBA volunteer for over 50 years, I am not sure how this work could get done without him.





A SLICE OF BERKELEY BOATYARD LIFE

...bustling community of craftsmen, professional sailors, and waterfront salts who saw the intrinsic value of fixing up old forlorn boats

When I took ownership of *Chance* (Bear Boat #47) in 2021, I knew I had to haul her immediately. Though she had been skillfully rebuilt and enjoyed many dutiful caretakers over her life, the last year had been pretty rough and tumble. I remember the only thing more daunting than the long worklist ahead was the prospect of finding a boatyard that wouldn't immediately balk at a beat up little boat and an owner of unknown reputation. As we pulled into the travelift slip at Berkeley Marine Center that morning (under oar power - it was either buy an outboard or front the boatyard deposit amount!), I half expected to be laughed out of the yard.

Thankfully, I instead found a bustling community of craftsmen, professional sailors, and waterfront salts who saw the intrinsic value of fixing up old forlorn boats. I was grateful to have found a spot where I could do some of the work myself, but also rely on the expertise of the in house mechanics, riggers, and bottom paint slingers that Berkeley Marine Center has assembled. As a wooden boat owner, if you look long enough around BMC you'll notice the telltale signs that you're in like-minded company, despite the ubiquitous fiberglass hulls and cans of gelcoat. The clues are subtle: the illustrations of famed racing schooners in the bathroom, the stray bits of seine twine and oakum blowing across the yard like tumbleweeds, the cans of Le Tonkinois varnish on the shelf that you won't find in most mainstream chandleries.

Assessing things while aboard *Chance*.



So it was a joy to return again for a "shave and a haircut" haul with *Chance* in May. And an even greater joy to find that I was in the company of a couple other MMBA boats. Up the yard, *Lydia*, a 1956 40-ft Schock is sitting high and proud while mechanics tap away at some systems in her hull. And a few hours after *Chance's* keel was dry, I noticed a familiar looking Felucca in the slings of the lift rolling through the yard. Shortly after *Franca* was settled on the blocks, her owner (and fellow MMBA board member) John Muir appeared, ready to get to sanding and painting.

Often you end up being a bit of an oddity when working on wooden boats in a yard like this. I had a couple other DIY boaters swing by as I was varnishing and make comments about how impressive it is to see people maintaining these kinds of vessels. I never quite know how to respond to comments like these - wooden boats are what I know, and what I have spent most of my professional maritime career working on. I feel very much in my lane when doing the wood boat projects that are deemed too finicky or troublesome by folks used to steel and fiberglass, but I am the first to admit that the idea of fairing out a fiberglass blister or applying gelcoat seems terrifyingly foreign to me. I always just smile and nod, while saying that I'm just trying to stick to what I know.



Often you end up being a bit of an oddity when working on wooden boats in a yard like this.



Of course, we couldn't button up every project on *Chance* before I was due to leave for my next rotation of work in Alaska. But as I fly to the frozen north to work on another boat, I am grateful to know that *Chance* is in good hands at BMC (and under the supervision of both Steve Hutchinson and my partner Sam). If you have not had the chance to enjoy the sublime pleasure of working on your wooden boat at BMC, I highly recommend it. Or if you just want to wander by and talk shop with some like minded mariners, it's always worth swinging by and seeing who is on the hard. You never know who you might run into.



KC Crowell, Treasurer

Treasurer

We ended 2023 in a good state financially, despite experiencing what many others confirm to be true: costs are generally going up across the board for things that historically were stable.

MMBA is surely not the only organization to notice items like insurance, venue rental costs, etc. slowly ticking up dollar by dollar. However, we were still able to facilitate our annual donation to MMBF, as well as a donation to Point San Pablo Yacht Club in recognition of their continued hospitality for hosting our monthly board meetings, as well as New Year's events.

Membership renewals are once again providing welcome start-of-the-year cash flow. Becoming a vessel member, or a friend if you don't have a classic boat, continue to be the most impactful ways to support our organization.

For 2024, we have refined and improved our website, especially the e-commerce functionality. Have you grumbled about missing out on a chance to purchase a t-shirt in person? Well, we've got good news: this year we'll be adding an ability to purchase merchandise from our website and have it shipped straight to your home.

On the note of our online presence, fellow board member Mark Harris and I are starting to create a new offering for both members, as well as wooden boat enthusiasts in the bay. We hope to build a discussion mailing list that anyone can join, which is centered around sharing advice, sailing opportunities and community.



Neil Gibbs, Membership

Membership

The 2023 membership renewal season ended with several vessels renewing along with their regatta registration. Current membership stands at 99 members; 80 active dues paying members, 19 lifetime members.

Lifetime membership is given to those who volunteer to serve as Commodore. This is another great reason to consider serving as a board member and working your way up the leadership ladder.

We are also very glad to welcome 12 new Friends to the Association. Friend memberships are available to those wood boat enthusiasts who are currently without a craft of their own, but who wish to support the preservation of wooden sailing boats and the people and organizations who build and maintain them. Please consider asking members of your crew to become Friends of the MMBA. The MMBA website store has a "Friend Membership" tab at www.sfmastermariners.com.

As always if you know a potential MMBA member boat, please encourage him/her to join us. A great way to introduce guests to MMBA is to invite them to one of our events, or simply guide them to the website and suggest they have a look at the wonderful new *Shellback*.

We are pleased to welcome six vessels back to the Association. Each is under new ownership.

- **ARUA**, H28 Ketch, L. F. Herreschoff designed in 1941, built by Far East Yachts 1962, owned by Winston Bumpus
- **AURORAL**, Sloop, designed by Myron Spaulding 1941, built by Ivan Davies 1962, owned by Don Ketman
- **FLOTSOM**, Yankee One Design Sloop, designed by Starling Burgess 1937, built by John Linderman/Stone Boat Yard 1962, owned by Roger and Westley Nunez
- **HOLGANZA**, Yawl, designed by Fred Popoff 1941, built by H. H. Foote 1941, owned by Mattia Cosmi
- **AIDA**, Gaff schooner, designed by Thomas E. Colvin 1955, built by Gordon S. Bloomer 1962, owned by Melissa and Andrew Flick
- **OLIVE**, Cheoy Lee folkboat, owned by Katie Kreyling



August 17



The San Francisco lagoon will fill with Master Mariner boats, historic small craft from San Francisco Maritime National Historical Park, members of the Dolphin and South End Rowing Clubs, plus other historic workboats.

Celebrating our maritime traditions, this will be a visual delight in the midst of the San Francisco Sea Music Festival, hosted on Hyde Street Pier at San Francisco Maritime Park grounds, and elsewhere along Fisherman's Wharf. Sea music performers will entertain throughout the day. Join for a weekend to honor the spirit of the sea.

- Friday evening cocktails at South End Rowing Club
- Saturday evening MMBA BBQ at Dolphin Swimming and Boating Club
- Boat parade, sail and row races
- Over-the-water jousting

** Master Mariners may arrive at Aquatic Park on Friday night, August 16 or Saturday morning, August 17. Join the flotilla:

John Muir at john.muir@sfmastermariners.org
Diane Walton at diane.walton@sfmastermariners.org

More info at www.maritime.org/seamusic2024/ or (415) 561-6662.

Wind In Their Sails: Death and Resurrection

Written by Vince Casalaina
Documentary Film Producer

My documentary "Wind in Their Sails: Death and Resurrection" celebrates the classic yachts that have survived and the people who have dedicated their lives to maintaining them, as well as the marine businesses and craftsmen who still help with the work. Some boats to be profiled were built as far back as the 1890s and are still sailing; and yes, some still compete in the Master Mariners Regatta.

I captured the Master Mariners Regatta this year with drone coverage, as well as while aboard *Brigadoon*. To date, I've done interviews with more than 35 owners, boat restorers, marine pre-business owners and marine organizations who have helped clarify the storyline that I'll follow.

Dark Side, Disrepair, Disappearance

The dark side to this story is that wooden boats have a finite life span unless they have caretakers who work hard to keep them healthy today, and ready to be passed on to a generation of docents tomorrow. Without care, these boats fall into disrepair; every year, several disappear from the San Francisco Bay.

Stories about the resurrections of boats that have fallen on hard times are uplifting; whereas stories about deaths of the matrons of the sea are truly heartbreaking.

A few lucky boats that die do find a way back to life. A local poster child is *Freda*, built in 1893. She has died twice, and both times has found individuals who have dedicated time and money to bring her back to life. In contrast, *Brigadoon* is an example of having a caretaker who constantly makes sure the boat will live on into her second hundredth year.



In this documentary storytellers are the owners, sailors and boat restorers who dedicate their lives to preserving these beautiful boats of San Francisco. These individuals are passionate about their work, and it shows in the way they talk about the vessels and the care taken to maintain each.

Starting With A 1985 Documentary

It's not an accident that I'm making this documentary. In 1985, when I did a film about racing on San Francisco Bay, I had a segment devoted to the Master Mariner's regatta. This work may be viewed on the documentary Facebook page:

<https://www.facebook.com/profile.php?id=61555224837041>

With big projects there's room for lots of people to help. If you, or someone you know, would like to offer a hand, contact me at vincesail@aol.com.

I am looking for an associate producer and/or assistant editor. I'm happy to help someone interested in learning the needed skills. My goal is to raise enough funding so that these roles will turn into paid positions.

Photos left to right: *Brigadoon* by John Riise, *Matthew Turner* by Marcia Eldrige

Spaulding Marine Center Presents

Anchored in Tradition and Innovation

A Boatworks 101 Musical Fundraiser



**The Hot Clams
and Cantadora
Sephardia**

**Sultry Folk Melodies to
bring you back in time**



Join us for a rich evening of music, food and drinks to support our innovative Boatworks 101 Apprenticeship Program. All proceeds will add to the Hank Easom scholarship for maritime education.

June 12th

7 to 9 PM

\$50 Entry, Includes 2 Drink Tickets
\$35 Entry, General Admission Ticket
Food Truck On-Site

Purchase Tickets:
www.spauldingmarinecenter.org/musicnight



Events

Annual Member Meeting

June 22

6pm

Corinthian Yacht Club

Labor Day Weekend

Aug 31 - Sept 2

12pm

China Camp Cleat Cruise

Wooden Boat Show

June 23

10am - 4pm

Corinthian Yacht Club

Jessica Cup Regatta & Small Boat Cruise-out

Oct 19

St. Francis Yacht Club

Info: St. Francis Yacht Club

Great SF Schooner Race & Belvedere Classic

August 10

San Francisco Yacht Club

Info: San Francisco Yacht Club

Wooden Boat Extravaganza

August 17

Aquatic Park

Info: John Muir

China Camp Clean Up in the Fall

China Camp

Info: TBD

South Beach Cruise-out to Giants Game

McCovey Cove

Info: TBD

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.

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 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

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



**MMBA
PO Box 70640
Richmond, CA 94807**

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