



San Francisco

Since 1867

The Shellback

MMBA

PO Box 70640

Richmond, CA 94807

August 2021

MMBA Regatta!

The annual Master Mariners Regatta on Saturday, May 29th was a glorious day indeed! After surviving the previous 15 months of pandemic uncertainty, and more isolation-forced self-reflection than we (EVER) really wanted, we were finally back with our Master Mariner family for a day of racing and socially distanced fun at Encinal Yacht Club. We had a great showing, all things considered, with a total of 45 boats competing in 12 different classes. Reminiscent of returning to school after summer break, there was a giddiness and excitement in the air. As the classic beauties glided past each other for the first time in two years, crews waved their arms and exchanged hoots and hollers; ecstatic to be cruising the Bay with their comrades once again. 20 knots of breeze and a three-knot flood made for an interesting day, especially as the wind shifted South, turning what normally is a broad reach sprint home into an upwind finish! There are so many things to appreciate about the San Francisco Bay, like the fact that no two days on the water are ever the same.

We had some first-time regatta participants this year, I'm thrilled to report! The MATTHEW TURNER has finally arrived, and in classic style, giving goosebumps to those who saw her round the course. It's truly amazing to see this beauty plying the waters of San Francisco Bay! Her full-sail press on the final stretch nearly over-ran FRED A B, who started a full 15 minutes before her. Hats off to Captain Adrian McCullough and a crack crew for an exceptional race. We're all

looking forward to seeing her again next year.



Figure 1. MATTHEW TURNER circling back to respectfully thank the committee boat after the finish en route to her berth in Sausalito.

While GLORIANA and BRIAR ROSE have been MMBA members and regatta participants in year's past, they are both under new ownership. I believe both James Mason (GLORIANA) and Kyle Stamper are first time skippers for the regatta, and successfully navigated the Marconi II and Gaff II courses, respectively. Well done! Richard and Gayle Leland joined the MMBA in 2020 with FAIRWYN, and this was the first

opportunity for them to showcase their beautiful boat and their sailing skills, placing third in the Marconi I division. Congratulations! As usual, the day ended with a much-needed celebration at EYC which included dinner and a modified trophy presentation around the pool. For those trying their hardest to make this after party as “normal” as possible, there was of course the obligatory late-night party on Brigadoon accompanied by music from Board Member Hans List and friends. I even heard some rascal was firing off a cannon in the wee hours...can't imagine who that was. I do want to offer my apologies for making some incorrect announcements regarding class winners during the trophy presentation, and express gratitude to those who so graciously swapped their Rooster Flags and Magnums without too many tears. For what it's worth, I

think you are all worthy of those first-place prizes!

A big thank you to all those who have continually supported the Master Mariners Regatta year after year, including our many sponsors, St. Francis Yacht Club (Sponsor's Luncheon), Sausalito Yacht Club (Race Committee) and Encinal Yacht Club (Regatta Afterparty and Sunday Brunch). Our annual regatta would not be the treasured event it is without each and every one of you. Here's to all those in the Master Mariner family! May you all find health, happiness and plenty of 20 knot days on the Bay until we meet again.

Sincerely,
Lindsey Klaus
Race Committee Chair

MMBA Regatta - -observations from the race committee boat

I was on Sausalito YC's committee boat MERCURY again this year, with Past Commodore Bob Rogers (SUNDA) and the amazing folks from the Sausalito Yacht Club (Race Official Tim Prouty, Commodore Mary Wand, and photographer/water-woman/timekeeper extraordinaire Roxanne Fairbanks). From the committee boat, a few observations. About six boats had difficulty with the start line, starting outside of the yellow buoys that mark the startline. Figure 2, which is in the race packet, is the view from the St. Francis race deck. Figure 2 are photos of the StFYC buoy "A" and the GGYC buoy "X". Going between them constitutes a proper start. Going between the StFYC "A" and the starting boat should get a penalty, a disqualification, or worse. No one was penalized this year, but there were certainly some rather narrowly averted disasters. At the finish, there is only one buoy (large, inflatable), placed by the committee boat, and it is here where then finish is between the committee boat and the buoy. Boats that are not racing (i.e., retired, returning to their slip,

etc.) or not in the race whatsoever should NOT pass between buoy and the committee boat. Please pass between the committee boat and the Treasure Island shore, or on the far side of the inflatable (between it and Emeryville). Lastly, if you retire, please, please notify the race committee via VHF Channel 72. These are the three major concerns from the committee boat, all largely focused on safety. No doubt there were others; hopefully any lessons learned while out on the course were dutifully noted and shared. Safety is paramount when sailing – as we all know things can go south very, very quickly. Please be safe!

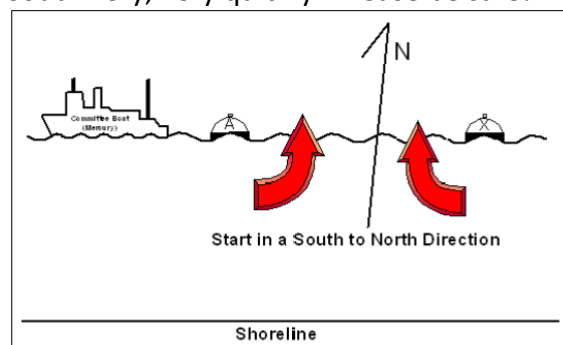


Figure 2. The start, as seen from the St. Francis race deck. The start in between Buoys "A" and "X".

MASTER MARINERS BENEVOLENT ASSOCIATION												
MMBA 2021 Regatta Finishes												
Revision 4, June 3, 2021												
Sail #	Vessel	Assigned Start	Finish Time	Penalty	Elapsed Time	Corrected Time	Place	Perpetual Trophy	Owner	Sponsor		
Division BIG Schooners, Course Nautical Miles = 14.20												
G7	FREDA B	12:30:00	14:53:02		2:23:02		1	Lynx	Paul Dines & Marina O'Neil	Hawser Marine Insurance, H&M Marine Services, Starbuck Canvas Works, Whiting & Wedlock, Deadlight Productions, Lancaster Building Services LLC, In Memory of Judy J		
-	MATTHEW TURNER	12:45:00	14:55:41		2:10:41		2		Call of the Sea	San Francisco Bar Pilots, Call of the Sea, Pasha Group		
ALMA												
ALMA												
Division Bear, Course Nautical Miles = 12.80												
35	RENEGADE	12:00:00	14:46:33		2:46:33		1	Gerry O'Grady	Russell and Christine Katz	American Rope and Tar		
65	MAGIC	12:00:00	14:46:39		2:46:39		2		Tim Maloney			
Division Bird, Course : Start->12 P -> 16 P -> 18 P -> 8 P -> 17 P -> Finish.												
16	CUCKOO	12:20:00	15:11:24		2:51:24		1	J. Everett Hansen	Bill Claussen			
21	WIDGEON	12:20:00	15:40:43		3:20:43		2		Ethan Pawson			
Division Gaff 1, Course Nautical Miles = 14.20												
888	BRIGADOON	12:15:00	14:54:47		2:39:47		1	Billiken	Terry Klaus	Long Meadow Ranch Winery, Klaus Maritime		
(BRD)	MAKORA	12:40:00	15:47:49		3:07:49		2		Jesse Whims			
Division Gaff 2, Course Nautical Miles = 14.20												
G31	SEQUESTOR	12:30:00	15:29:17		2:59:17		1		Hans List	List Marine		
G14	FREDA	12:40:00	15:32:16		2:52:16		2	Kernit Parker	Spaulding Marine Center			
G	SEA QUEST	12:35:00	15:58:06		3:23:06		3		Steven Carlson			
-	BRIAR ROSE	12:25:00	16:10:40		3:45:40		4		Kyle Stamper			
Division Gaff 3, Course Nautical Miles = 12.80												
SEA LOVER												
SEA LOVER												
Division Marconi 1, Course Nautical Miles = 15.60												
1947	MAVAN	12:30:00	15:02:42		2:32:42		1	Dead Eye	Beau & Stacy Vrolyk			
2190	KAY OF GOTEBORG	12:20:00	15:15:49		2:55:49		2		Neil Gibbs			
1061	FAIRWYN	12:05:00	15:20:45		3:15:45		3		Richard & Gayle Leland	Richard & Gayle Leland		
IC-10	BOLEKO	12:30:00	15:25:56		2:55:56		4		Tim Murison			
P3	WATER WITCH	12:40:00	15:27:03		2:47:03		5		John & Gena Egelston	MacBeath Hardwood, Hood Sailmakers, Keefe Kaplan Maritime, Inc. - KKM, John & Gena Egelston, Gougoen Brothers - West Systems Epoxy		
2001	GOLD STAR	12:10:00	15:54:01		3:44:01		6		Jim Cullen			
Division Marconi 2, Course Nautical Miles = 15.60												
31	EVENTIDE	12:35:00	16:08:31		3:33:31		1	Aloha	Greg Milano			
H1	GLORIANA	12:30:00	16:45:42		4:15:42		2		James Mason			
166	FARIDA	12:05:00	16:51:03		4:46:03		3		Mike & Sue Proudfoot			
47033	LYDIA	12:40:00							Laura & James Emmitt Clark-Moore			
K4031	HOMER	12:25:00							Terry Grimm			
17024	SUNDA	12:40:00							Bob Rogers			

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Sail #	Vessel	Assigned Start	Finish Time	Penalty	Elapsed Time	Corrected Time	Place	Perpetual Trophy	Owner	Sponsor		
Division Marconi 3, Course Nautical Miles = 15.60												
82	YOUNGSTER	12:25:00	15:17:39		2:52:39		1	Homeward Bound	Ron Young			
100	VIKING	12:20:00	15:33:31		3:13:31		2		Sea Scouts - Mike O'Callaghan	Mare Island Dry Dock		
7	RANDOM	12:20:00	15:34:12		3:14:12		3		Kers Clausen			
715	VECTIS	12:10:00							Louis & Sara Nickles			
38	VERITYA	12:25:00							Terry Tucker			
M22	SALTY DOG	12:05:00							Tom BarMBERger			
M-16	FOLLY	12:05:00							Allen Gross	Nautic Charitable Trust		
Division Marconi 4, Course Nautical Miles = 12.10												
-	ARETE	12:20:00	14:52:50		2:32:50		1	Lyle Galloway	Spaulding Marine Center			
510	MORNING STAR	12:35:00	15:21:01		2:46:01		2		Barbara Ohler			
6	KAZE	12:25:00	15:38:08		3:13:08		3		Liz Roso-Diaz	North Beach Marine Canvas		
-	POLARIS	12:20:00							Mike Burton			
Division Ocean 1, Course Nautical Miles = 17.00												
8526	YUCCA	12:40:00	15:20:29		2:40:29		1	Baruna	Michael & Louise Zolezzi			
28170	BOUNTY	12:30:00	15:54:03		3:24:03		2		Dan & Sue Spradling			
Division Ocean 2, Course Nautical Miles = 17.00												
7325	NEJA	12:15:00	15:31:38		3:16:38		1		Jim Borger			
FC-7	VIP	12:15:00	15:47:10		3:32:10		2	Farallone Clipper	Fred Taylor			
FC-8708	CREDIT	12:15:00	15:50:22		3:35:22		3		Bill Belmont			
FC-8214	OUSSANT	12:15:00	15:56:25		3:41:25		4		Jennifer Hinkel			
FC-15	HANA	12:15:00							Brian Boyd			
792	LIVELY LADY	12:15:00							Bill Beckett			
FC-8711	MISTRESS II	12:15:00							Jennifer Hinkel			
Other Sponsors: Mill Valley Market, Schoonmaker Point Marina, WoodenBoat Magazine, Hutchinson Marine Services, Mill Valley Market, Pineapple Sails, Steven Jones Marine Services, Rutherford's Boat Shop, Latitude 38, Svendson's Bay Marine												
Disclaimer: We apologize for any boat-sponsor errors and/or omissions. We hope to do better next year.												



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Figure 3. Buoys “A”, nearest the race committee boat, and “X”, with the Bay Bridge in the background. Both photos were taken from the committee boat MERCURY.

Lastly, I’d like to thank the crew of MAYAN – the committee boat received three cheers of ‘*hip hip – hurrah!*’ as they cross the finish line – very classy, indeed.

Cory Lancaster
Commodore

FOLLY – Part I



Figure 4. FOLLY on her mooring, San Francisco YC, Sausalito 1904. William Letts Oliver Collection, Bancroft Library, UC Berkeley.

Allen Gross, long-time MMBA member and recent addition as a Director on the MMBA board, has this marvelous account of his 45-year affair with an 1888 cutter. The editor.

When a vessel has been on the water as long as FOLLY has, there is a lot to tell.

In 1976, it was time to buy a boat. Having been taught to sail by Cass Gidley in 1967, I had sailed once on the Tia Mia, a Friendship style sloop, that Cass sold to David Coy in order to buy the YO HO HO (a 54’ Alden Cutter). That sail changed my life. I then knew that I wanted a “Wooden Boat”. The hunt began. I narrowed the field down to a Folkboat, a Farallone Clipper, and a Spaulding 33. Then Doug Ackerson, a sailmaker in Alameda, told me about a friend who had this old wooden cutter he was selling. Doug was insistent that I sail the old boat before I bought anything else. He was right!

Dave Lenschmidt was her owner (he was chafing at the bit to buy a bigger “woodie” for cruising). She bore the name TARUS (because the owner who had her before Dave was a Taurus and her bilges were filled with poured tar). There were several unsubstantiated stories about her origins: That she was built in 1888 to resemble the very fast Bristol Channel Pilot cutters of the day; that she was built on Nob Hill or in England or arrived on SF Bay carrying an Englishman who sailed her ‘round the Horn.

On my test sail, it was evident that TARUS was at home on the Bay. She passed easily through the water; handled a stiff afternoon breeze and was fast. Dave had sailed her in several Master Mariners Regattas in the early 70’s and finished well.

Thus began my 45 years as the caretaker of a vessel, which, I would come to learn, was one of the most consequential yachts in these waters. From 1976 until 2006 she remained TARUS until I hauled her out to address a “few” issues...what was supposed to be 4 months on the hard ran into 8 years. (Big thanks to SF Boatworks for letting me stay so long). In May of 2014 she was re-launched with her original name, as her history had been re-discovered.

While perusing Wooden Boat Magazine in 2010, I came across an obituary for John Ely Marsland, who passed away at the age of 104 on the Eastern Shore of Maryland and for 30+ years was a docent at the Chesapeake Bay Maritime

Museum (CBMM). The Marsland name was familiar as one of the stories about the boat was that she was the subject of a book written in 1953: "I Married a Boat" by John's wife, Anitra Marsland.

Anitra related the history of their boat, which they renamed NEREID (from GRIFFIN) when they bought her in 1937 from a worker at the Nunes Brothers yard in Sausalito. When they were sailing, old timers would hail them saying "she looks like the old FOLLY". Anitra had done her research and would reply: "It certainly is!"

The night I read the obituary I called a friend with whom I had spent time building wooden crab boats on Tangier Island. He had connections at the CBMM. The following morning I called Peter Leshner, the Chief Curator. He had known John well and was able to provide an e-mail address for the Marslands' eldest son. I immediately reached out and indicated that I might own the boat Anitra had written about and that if he ever had time that I would like to talk to him. Within the hour, he and his brother called. I asked if they had any photos of the boat; they thought they might but would have to dig around. The next morning, to my great delight, I found in my inbox six pages of their mother's scrapbook including pictures of the boat out of the water. There was absolutely no doubt that she is the same boat.



Figure 5. FOLLY under sail, 2019 MMBA Regatta. Lyon Ohmohydro (lyonsephotography.com).

Now that the door was ajar, it was time to start filling in the blanks. UC Riverside had begun to digitize the early California newspapers in a searchable format. Searching for Folly, my wife

Mary Beth got immediate hits. In the late 19th century, there were only a few organized sports regularly covered in the newspapers: horse racing, boxing, bicycle racing, rowing, shooting, and sailing. Every week local race results were published which usually included the FOLLY (and the FREDDA).

Even before she was launched in 1889, FOLLY caught the attention of waterfront reporters. Articles appeared discussing her unique design, which incorporated, for the first time on SF Bay, externally mounted lead ballast. Articles enumerated her dimensions, discussed her rig, and pondered how she would perform racing.

We learned from these articles that she also was of great interest because of her connection to one of the foremost families in San Francisco, the Davidsons, and to the greatest yacht designer of the era, Edward Burgess of Boston.

At the time, Professor George Davidson was the preeminent scientist on the West Coast of the United States. He headed the Geodetic Survey from 1855 to 1895, during which time he surveyed the entire western coast of the United States, Canada, and Alaska. He was responsible for the placement of the lighthouses, aids to navigation, and the accuracy of the charts. He released the first Coast Pilots of the US and Alaska. He surveyed and calculated the exact location of the 122nd prime meridian. Davidson was the founder and first President of the California Academy of Science. With his friend James Lick, he built the first observatory west of the Mississippi in what is now Lafayette Park in San Francisco; he was the first professor of seismology at UC and a member of the Board of Regents. He was also one of the founders of National Academy of Science.

Professor Davidson had two sons: George F. and Thomas D. They both attended Harvard in the early 1880's. The Professor and his sons were members of the San Francisco Yacht Club, which was then in Sausalito. The brothers, who had no experience building a boat, wanted to build their own when they returned to San Francisco from Boston.

Edward Burgess was from a family of prominent shipbuilders in Boston who went his own way to study Entomology. He served as the Secretary of the Boston Society for Natural History and taught entomology at Harvard from 1879 to 1883. It was during this period Burgess started designing boats for his own use based upon vessels he had seen and studied while travelling in Europe. In 1883 he left teaching and to focus on designing yachts. He designed the three consecutive America's Cup defenders: PURITAN, 1885; MAYFLOWER, 1886; and VOLUNTEER, 1887. In 1887, he also designed the PAPOOSE, one of the early New York Forties. FOLLY, the only Burgess design built on the West Coast, is a scaled down version of PAPOOSE and is believed to be the only one of his original designs still in existence.



Figure 6. FOLLY as NEREID, 1938. Marsland Family Photo.

George and Thomas Davidson may have met Burgess in Boston sailing circles during their

Harvard days, or perhaps the Professor introduced his sons to the famous designer. (Professor and Burgess knew one another as members of the National Academy of Science). Burgess designed for them a race boat. They built it on Mason St, with the help of Harry Cookson, at the head of Meiggs Wharf in North Beach. FOLLY was originally designed as a yawl, but the local SFYC sailors, including Charlie Yale, sensed that with the bay winds she would fare better as a cutter and she became the first racing cutter on the Bay.

According to an August 26, 1889 report in the San Francisco Chronicle, it was the Davidson's mother who chalked the name FOLLY on her stern. Launched in the late Fall of 1889, she shone in her first major race: the September 1890 California 40th Anniversary Admission Day Regatta. Skipped by Charley Pew, she beat Matthew Turner in his own race boat, the MOLLY WOGGIN, which had been the fastest boat in the fleet up to that point. Thus began her 130 years of successful racing on San Francisco Bay...

Stay tuned for the next chapter of Allen's fascinating historical tale of FOLLY in upcoming editions of the Shellback – the editor.

From the Quarterdeck

Greetings members! The best part of the sailing season is upon us, and I hope you are all out enjoying this fine weather we're having, and reading the tides correctly (note – I ALWAYS sail against the tide as a matter of principle). I have a few things to share with you from the Quarterdeck.

I'd like to acknowledge our members for weathering the storm that has been these last few years. Committing to be caretakers of old wooden boats during challenging times, in one of the most expensive locales in the world to live, when there are seemingly plenty of other higher priorities – health, family, financial

security – is a big ask. Hopefully, of course, these other obligations have come first. Perhaps cherishing a wooden boat has been an integral and complimentary part of your life – spending time on the water can be a calming, restorative activity (except in a gale), both for ones own mental health, as well as for tightening family bonds if boating is a joyful family activity (I mean, who doesn't love the 'remember-the-time-dad-almost-killed-us' stories?). Regardless, your dedication to keeping these pieces of history afloat just one more year is commendable.

I'd also like to apologize for the tardiness of this newsletter – suddenly it's August, and not only did we miss getting out our regularly scheduled April Shellback (the post-Spring Potluck/Pre-regatta edition; the last newsletter that went out was in February), the traditional post-regatta Shellback slipped a bit. Ok, maybe it slipped a lot. Between juggling the role of Shellback editor, Commodore, and the fallout from a global pandemic, I've been a bit overloaded.

Speaking of being overloaded, I have a few announcements -

Shellback editor needed! The MMBA is in desperately in need of a Shellback editor! Please, if you have two thumbs (or even three, we wouldn't discriminate), are marginally savvy around a computer, are attentive to detail, and like wooden boats, you qualify! You don't need to be on the board, and you don't even have to have had any prior editing experience. Familiarity with document processing software (Microsoft Word) would be helpful, as would an understanding of cloud-based file services (Google Docs, Google Sheets, and Google Drive). The MMBA has migrated almost all of our records and efforts to Google Drive, for a number of reasons – it is collaborative, it saves time, perfect for archiving records, and it facilitates the transfer of knowledge in an organization that is comprised of a rotating cast of well-intentioned volunteers. Besides, passing around files on thumb drives is soooo 2004.

If you're doubting your qualifications, know this: if you can read this Shellback, you can learn how to become the next great Shellback editor! It might be a commitment of about 16 hours per edition, compiling, formatting, and editing articles and content by others. While ideally, you'd be working from a Google Doc in the cloud, editable by other contributors, you certainly don't have to. You'll have creative license to make it your own (well, within reason). We publish five editions a year (in a normal year). With Covid, we've done away with print editions and mailings, and it seems to work

well and saves money – we post our Shellbacks online (www.sfmastermariners.org), and email membership an announcement and a link. So no need to worry about cumbersome printings at Kinkos (although they now provide 'drag and drop' online printing services), formatting sticky-labels (although I absolutely love my DYMO label maker), and standing in line at the USPO (well, no one enjoys that). If you're interested in stepping up and filling this sorely needed role, send an email to

commodore@sfmastermariners.com. We would give you our undying gratitude. And a free MMBA t-shirt.

Board members needed! An in-person annual meeting and dinner is being planned for October 23rd at the PSPYC as we have had numerous cancellations and social gathering restrictions in place in response to Covid. At this meeting we will have an election of new members. The MMBA is an organization entirely run by volunteers that are elected to its nine-member board. We need you! It's a great way to give back to the organization. It could also help your handicap for the regatta, but I can't promise anything. There are two Director positions that need to be filled this year, and now's the time for YOU to pick up the banner! The nine directors on the board elect the five officer positions – Commodore, Vice Commodore (Regatta Chair), Rear Commodore (Membership Chair), Treasurer, and Secretary. Board meetings are held about 10 times a year, typically on the second Tuesday of the month at the Point San Pablo Yacht Club.

I'll be stepping down as Commodore as of September 14th, with an interim appointment being made by the current board until the new board convenes following the annual meeting and election in October. The new board will appoint a new Commodore and other Officers as needed. It's been a challenging role during a pandemic, but I'm proud of the service I've provided to the organization over the years. It was a difficult decision, but it's important I focus on more important personal matters now. I'll

also be resigning from the board once new directors are elected. It's been a pleasure and an honor to serve you! You still might see me lurking in the shadows for a few minutes at some MMBA events in the years to come, which

is about as much socialization this introvert can handle. I'm a master of the Irish Goodbye.

See you on the water (briefly, waving from afar),
Cory Lancaster, Commodore

Master Mariners Benevolent Foundation – a Primer

Craig Swain, Chairman of the Board of the Master Mariners Benevolent Foundation (MMBF) and past commodore of the MMBA (1994-1996), originally published this article in the Shellback in February 2019. It's worth reprinting it here to remind everyone of the critically important relationship between the MMBA and the MMBF -the editor.

Most members know much of the history of the Master Mariner's Benevolent Association, which is well described on our website (www.sfmastermariners.org). However, the history and purpose of the Master Mariner's Benevolent Foundation (MMBF) is less known, yet 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 they serve the interests of all MMBA members and our community.

Master Mariner's Benevolent Association. In 1978 the MMBA Articles of Incorporation were filed with the State of California, which reestablished the MMBA as a not-for-profit social organization (a 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").

Master Mariner's Benevolent Foundation. In 1988 the MMBA Board of Directors established the MMBA Historical Small-Craft Preservation Foundation (the "HSCPF"), a tax-deductible public benefit corporation (a 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.

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.

Then in 1999, the State of California budgeted a significant sum of money to celebrate the State's sesquicentennial (150th birthday). 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 Alison Healey 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, 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.

Since the inception of the MMBA Wooden Boat Show, the Association donates the Boat Show profits to the Foundation to fulfill the Foundation's Specific Purpose, which, as stated

in the amended 1999 Articles of Incorporation, is "to provide financial assistance to individuals, vessels, and organizations engaged in one or more of the following: the preservation of traditional wooden vessels, the promotion of traditional wooden boat maintenance, restoration and construction, training in the habits and skills of traditional seamanship, the preservation and continuity of San Francisco Bay Maritime History." It is with this collaboration our organizations give back to our local community.

Craig Swayne

MMBF Chairman of the Board

Sponsorship Update

After considerable doubt as to whether our tradition of a Sponsors luncheon at the St. Francis could be held safely, your board modified the program in close cooperation with the staff of the club and the MMBA luncheon was a go! With a hard limit of 75 guests and outdoors in the courtyard, the club welcomed its first event in over a year and we were honored to again to be guests, thanks to Terry Klaus for his efforts to maintain this Tradition and all the hard work of your board. The sponsorship fundraising is the culmination of lots of effort, this year John Egelston generously assisted in the duties and Ted Hoppe generously donated his time and skill to producing the printed media for each of the last six years. Finally, a huge thanks to Louis Nickles, who has been making our regatta t-shirts and hoodies for many years, who, along with the artistic skills of Ted Hoppe, has been turning our boat sketches and concepts into some great artwork we can proudly wear in support of the MMBA.

The day was sunny and bright, the breeze gentle and our 42 sponsors, guests, crews, colleagues,

and competitors enjoyed each other, the laughter and warmth after so much isolation it was a palpable relief. We were treated to wines of Long Meadow Ranch, curtesy of Ted and Lottie Hall. Our fundraising efforts raised \$13,460 to support scholarships, tool purchases and matching funds for special projects to further preserve sailing in well found traditional wooden craft. As the world continues to adapt to the challenges of COVID, usual sources of funding for many worthy groups has been curtailed, and we continue to seek out worthy individuals and organizations in need. Please keep our small business, sponsors and non-profits in mind as you plan your next projects, and they'll work hard for your dollar, often going the extra mile...and supporting the good works of the MMBA. Thanks for all of your efforts.

May your sheets run free and your bilge run dry

—

Paul Dines

Staff Commodore and Sponsorship Chair

BLACKWITCH for sale



The good ship BLACK WITCH is for sale! Well known, long time MMBA fixture BLACK WITCH has recently come up for sale, with proceeds to benefit the non-profit Pegasus Voyages, another long time MMBA member. Winner of the MMBA "Stone Cup" in 2016, BLACK WITCH is a

modified Friendship sloop designed by Ralph Winslow and built at Wilmington Boatworks, CA in 1949. She has been extensively rebuilt and upgraded over the years, including a brand-new spruce mast in 2014, a newer Yanmar diesel engine, as well as a complete upgrade of wiring and electrical system. She was recently hauled out and had extensive work done, including new stem fitting bolts, new floor frames, topsides/bottom paint and a brand-new prop installed. The price is very reasonable, and proceeds will go to the non-profit Pegasus Voyages, who's flagship Alden ketch 'Pegasus' has taken thousands of underserved kids out sailing on the Bay at no cost. Survey from June 2021 available. For more info please visit www.boatrightarts.com/blackwitch

Labor Day Cruise -in to Ballena Bay – CANCELLED; October 23rd MMBA Annual Meeting

While Director Lindsey Klaus has been making every effort to pull together a top-notch event (with a RACE!) hosted by the Ballena Bay Yacht Club, alas, it was not meant to be. For a number of reasons, we are cancelling this year's event. We are thrilled, however, to have this new relationship with an enthusiastic host to support our wooden boat adventures, and we're looking forward to rescheduling something for 2022.

We are still very interested in holding one final event of the year, partly to salvage what ever we can of the social calendar, but mostly because we need to have an annual meeting of our membership. Please hold the date of the afternoon of Saturday, October 23rd. We have reserved the space at our usual secret MMBA hideout – the Point San Pablo Yacht Club. Details to follow.



San Francisco

MMBA
P.O. Box 70640
Richmond, CA 94807

2021 Master Mariners Coming Events

January 1, 2021 New Year's Day event
March 13, 2021 Spring Potluck - CANCELLED
May 21, 2021, Sponsor's Luncheon
May 29, 2021 MMBA Regatta
June 19, 2021 Annual Meeting – CANCELLED
June 20, 2021 Wooden Boat Show - CANCELLED
July (TBD), 2021 Belvedere Cup* - CANCELLED
Sept. 4/5/6, 2021 Fall Cruise-Out - CANCELLED
October (TBD), 2021 Jessica Cup at StFYC*

* Not an MMBA Event

INSIDE THIS ISSUE for August, 2021

MMBA Regatta! – Lindsey Klaus
Observations from the committee boat – Cory Lancaster
FOLLY – Part I – Allen Gross
The Quarter Deck - Cory Lancaster
MMBF – Craig Swain
Sponsorship Update – Paul Dines
BLACKWITCH for sale
Labor Day event cancelled; October 23rd Meeting



San Francisco

San Francisco Master Mariners Benevolent Association

Annual Dues:

Regular Member: \$95.00

Cruising Member: \$95.00

Friend: \$35.00

PLEASE RENEW NOW!!

Membership includes one-year subscription to the Shellback

Commodore:	Cory Lancaster
Vice Commodore/Regatta:	Lindsey Klaus
Rear Commodore/Membership:	Hans List
Treasurer/Webmaster:	Bill Conneely
Director/Trophies:	Gena Egelston
Secretary:	Steve Kibler
Director:	Jesse Whims
Director:	Allen Gross
Director:	Adrian McCollough
Jr. Staff Commodore/Sponsorship:	Paul Dines
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