

the

Shellback

156 Years of Tradition
**MMBA ANNUAL
REGATTA**

Spring Fling March 18

Mark your calendar and head
to Point San Pablo YC

SATURDAY, MAY 27

Membership Drive

Efforts in motion to refill the ranks at
both Boat Owner and Friend levels

SINCE 1867
MASTER MARINERS
BENEVOLENT ASSOCIATION

WWW.SFMASTERMARINERS.ORG

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



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



We are a 501(c)(7) California Corporation governed by an elected Board of Directors who each serve a three-year term.

In 1988, the Board established the MMBA Historical Small-Craft Preservation Foundation (HSCPF), a tax deductible, public benefit 501(c)(3) California Corporation. The name was later changed to Master Mariners Benevolent Foundation (MMBF).

Members are owners and aficionados of classic boats.

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 Belvedere. 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.



REVIVE AND REJUVENATE

MEMBERSHIP DRIVE, UPDATED NEWSLETTER,
ANNUAL REGATTA

Here we go again. Another year is fully upon us. As we begin to emerge from a winter slumber, it's time to get down to our boats and assess what projects to add to our 2023 agenda. Time to visit those boats that have been patiently waiting for a next event or outing. Time to visit those boats that live through our stewardship: sometimes they talk to us through a gentle hint of peeling varnish. Other times they may raise a demand via a wee bit of dreaded dry rot or a necessary plank replacement. Regardless the task at hand, these vessels indeed rely on us to stay lively.

And so at the start of this year, in fact every year, I find myself making the "resolution list" for the boat. And for what—to make sure my family and I can enjoy another fine year of yachting on San Francisco Bay! Sailing is one of my favorite pastimes—whether done solo, or more enjoyably, aside friends and fellow mariners.

2023 Resolve: Share the Love of Traditional Boats

Caretakers of old wooden boats are a special breed. That being said, it has become painfully clear that our membership has dwindled over the years, and we find ourselves in a bit of a predicament trying to grow and revive the ranks. Perhaps this reduction can be attributed to the fact that traditional boats are not produced in such great numbers as they once were and, as a result, there are fewer owners. Maintenance costs, slip fees and insurance rates continue to rise which makes ownership that much more difficult. General interest in, and knowledge about, wooden boats may also be on the decline.

In the San Francisco region, opportunities to sail a wooden vessel or gain exposure (whether as a youth or an adult) are scarce and limited. And finally, sailing a wooden boat takes a different set of skills; if we do not invite our fiberglass boat pals, they will not learn the ropes and come to enjoy additional aspects of the sport.

Which brings me to today: the board is initiating a 'revive and reinvigorate' effort. A first step has Membership Chairman Neil Gibbs leading a drive to rebuild our ranks. Read about his plans in the Director Reports. Every MMBA member, and any old boat enthusiast, can help us revive and reinvigorate by simply... PARTICIPATING. Get involved, volunteer, invite others to crew on your boat, send us a newsletter article, pitch in to varnish, tell peers the MMBA story. Share your love for traditional old wooden boats by inspiring others. It is our responsibility to keep a centuries-old tradition alive on San Francisco Bay.



Hans List

Commodore 2022 - 25

s/v Sequestor

hans.list@sfmastermariners.org

As a member, sailors benefit from race and social sail opportunities, events and networking. A portion of your fee goes to the Master Mariner Benevolent Foundation (MMBF), a (501(c)(3) which donates funding to entities such as the Scholarships at Sea program and Encinal Yacht Club junior sail program, as well as restoration of local historically significant sailing vessels.

Upcoming Events

And now for some fun! **Spring Fling** is coming up on Saturday, March 18 (day after St. Patrick's Day). This will be a cruise-in potluck at the Point San Pablo Yacht Club. It's a great time to get together and re-connect. Vice Commodore Gena Egelston is hosting and we are sure it will be fun. See Ian Powell's Directors' Report for information.

Sponsors Luncheon is Friday, May 19, at the St. Francis Yacht Club. Sponsors have been the lifeline for this organization; this is a longstanding tradition for which we are tremendously grateful. Sponsors award their corporate flag to a vessel of choice, which is then flown from the boat during the Annual Regatta and at the after-party. Any individual, business or organization can be a sponsor.

The **MMBA Annual Regatta** happens Saturday, May 27. As usual, the start line will be in front of the St. Francis YC with first gun at 12:00pm. Our marquee event, racers strut their talents and teams during a 'round the bay pursuit. Encinal Yacht Club (huge thank you to Terry Klaus) will again graciously host racers and guests at the docks and after-party with a dinner, dancing and awards ceremony.

On June 17 and 18 we host the **Annual Meeting** plus **Wooden Boat Show** at the Corinthian Yacht Club. The 2022 event was spectacular, and we look forward to a fantastic 2023 event; we have already begun prep work. Please note that this year's gathering happens on Father's Day weekend, so mark your calendar and let Dad know.

Our **Fall Cruise-Out** will happen Labor Day Weekend with destination TBD. Last year we breezed over to China Camp. This event is always lots of fun, so stay tuned! We may even bring back the Chicken Ship Regatta and head north to Petaluma.

What Else is News?

Speaking of new things, we are happy to introduce Martha Blanchfield of Renegade Sailing as our new *Shellback* editor. We know how important it is to keep members informed and enthused, so I am pleased to say that our *Shellback* is returning after a short absence. And, as you can see, it has a snappy new layout. We invite members to share suggestions, contribute photos and articles, even tell us when we have made a mistake. Martha is an experienced sailor, writer and photographer. We are excited and grateful to have her onboard to help. Thank you, Martha!

As I write about things planned for the year, I am reminded of what remains at the heart of our club. We exist because members and the board of directors keep the mission alive. You likely know that our little sailing club was founded in 1867, and that it was reborn in 1965. For 156 years, efforts of the MMBA have been carried out by sailors and sailing—anchored by our annual regatta which seeks to raise monies from local businesses. In the early days, funds raised were given to widows and orphans of lost seamen. While we no longer aid widows, we are steadfast on vision to assist orphans—those old boats that need a home, love and care.

I am proud to be a part of this organization, and shall continue to contribute to, and strengthen, its vitality on San Francisco Bay.

Membership Levels

Boat Owner \$105/year
Friend \$35/year

Know a traditional yacht caretaker who is not a member?

>> Guide him/her to our website, share this newsletter, explain the merits of joining; a personal invitation goes a long way.

Find an old wooden boat on the bay and think the owner should know about MMBA?

>> Email [Neil Gibbs](#) with info. He will attempt to locate the owner.

Not a boat owner but love traditional classic yachts?

>> Join as a **Friend**.

MMBA Annual Regatta & Party

Memorial Day Weekend
Saturday, May 27



Be like Russell

Be on a boat
Be with family and friends
Be bringin' a potato

Bear boat Renegade
Russell Katz and family

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Commodore Hans List has handed Louis Nickles (*Vectis*, 1929 Bert Wolacot Sloop) a copper rooster plaque in the glorious tradition of bestowing a Tacky Trophy.

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.



Photo moments from the
New Year's Day Regatta.
Potluck and
Tracky Trophy

Director Reports

Treasurer

2022 Recap

In 2022, we were successful in continuing our recovery from the pandemic's limits on the annual regatta and our boat show activities.

As of today, we are on a sound financial footing; income is returning, but our expenses are increasing.

Revenue

Last year, net Membership revenues were down slightly. Regatta Entry Fees and Merchandise Sales declined nearly 20% from 2021. Sponsorship revenue was on par with 2021, however the Luncheon and Sponsors' Gifts were up almost 15%.

Expenses

In 2022, the MMBA paused production and publication of *The Shellback* newsletter. This effort has resumed, starting with this edition, at an increased cost. We also expect to incur expenses to update and maintain our website and online store/portal.

In addition, we expect to see another significant increase in our yearly insurance premiums (last year was 15% higher cost than 2021). We also anticipate our Annual Regatta expenses to increase.

Suggestions for 2023

For the MMBA to maintain our base level of programming (Annual Regatta, Annual Boat Show, Cruise, social events, etc.), we need to increase our revenue. Three suggestions for achieving this increase are to:

- 1) Recruit more members
- 2) Recruit more sponsors
- 3) Increase merchandise sales (both at our events and on our online store)

Achieve these things and we can continue our mission of perpetuating the visibility and preservation of traditional wooden sailing craft in the San Francisco Bay Area.



Allen Gross
s/v Folly
Treasurer

allen.gross@sfmastermariners.org

Board of Directors

2022 - 2025

Hans List, Commodore
Gena Egelston, Vice Commodore
Liz Diaz, Rear Commodore
Allen Gross, Treasurer
Neil Gibbs, Membership Chair
Lindsey Klaus, Regatta Chair
Ian Powell, Director, Events
Diane Walton, Director, Events
Bill Conneely, Staff Commodore

Board Vacancy

Be part of the
2022 - 2025 team.
We seek someone to serve as
Secretary

[Email Commodore Hans](mailto:EmailCommodoreHans)

Events

Greetings Master Mariners! It's that time of year again: where we uncover the boats, finish those varnishing projects and complete that long haul-out. Put down your sanders and let's go sailing! Here's a rundown of upcoming events.

March 18

Spring Fling Cruise-out and Potluck

12 - 5pm

Cruise to Point San Pablo Yacht Club (Richmond) to join members at the clubhouse and enjoy a potluck meal. This event is open to members and guests; children welcome. Dogs on a leash are permitted on the lawn and deck, but not inside the building.

Sail or drive, and bring a freshly prepared item such as a salad, casserole, fresh vegetable or fruit platter, appetizer tray, tasty breads or dessert to feed 8. No-host bar will be open.

There is an 80-foot tie-up dock in front of the club. Guests may contact the yacht club with questions about overnight stays.

Committee chairpersons for this event are Ian Powell and Gena Egelston. Volunteers are welcome. Contact gena.egelston@sfmastermariners.org

May 27

Annual MMBA Regatta and Party

This is our annual premier wooden boat pursuit race with divine after-party at the Encinal Yacht Club docks. The event has several fleet starts. The first gun is at 12:00. For information, see Notice of Race and event poster. Keep an eye out for info email with sign-up details.

Committee chairpersons for this event are Liz Diaz and Lindsey Klaus. Hope to see you at each of these events.

Ian Powell
s/v Briar Rose
Director, Events
ian.powell@sfmastermariners.org

Director Reports

Membership

Membership renewal time is here. Smiles all around if you have already renewed. If it slipped your mind, please head to www.sfmastermariners.org where you can easily and quickly renew at our online store. You do not want to miss future editions of the newly refit *Shellback*!

Interest in owning and sailing classic boats continues to grow as many people are looking for more satisfying ways to enjoy the water or spend their money.

We need your help finding potential new members who share this same interest in great ole wood sailing boats.

Boat Owner

Please be on the look-out for traditional wood boats that would make a nice addition to our fleet. Is there an interesting woody on your dock? Invite the owner to become a member, pass on our website or email a photo with the boat's name and location to membership@sfmastermariners.org.

Friend

There are lots of traditional boat lovers out there who are clever enough to sail on other people's boats. We call them crew. For these rascals, we offer a Friend membership. Only \$35/yr will get them their very own subscription to the completely refit *Shellback* newsletter, and will make them feel really good about helping us on our mission of fostering the enjoyment and preservation of these wonderful vessels.

The Friend level memberships also makes excellent swag—uniquely thoughtful and much more practical than another boat hat. Why not complete the online application for the whole crew and make it a surprise? This year, really show your crew how much you appreciate them.

If you find yourself moving to the desert and selling your boat, please encourage the new caretakers to join MMBA. We'll help show them how to make the most of their new craft, and become true Master Mariners. Thanks!

Membership
renewals due by

MARCH 31



Neil Gibbs
s/v *Kay of Göteborg*
Director, Membership
membership@sfmastermariners.org



MEMBERSHIP APPLICATION

OFFICE USE ONLY
Date Received: _____
Info Sent: _____

Type of Membership:

Boat Owner (Regular) \$105

**Cruising
\$105**

**Friend
\$35 ***

Fees are for the calendar year and are *not* pro-rated. **Renewals fees are due by March 31, 2023, after which Regular membership is \$120.** All yachts may be subject to inspection prior to acceptance. Regular Membership is required to participate in the Regatta and Boat Show. The Regatta has additional entry fees and requirements.

** Friend memberships need to complete single-star items, only.*

Vessel Name: _____ Previous MMBA member? _____ Year ____ + ____
 Berth Location & No.: _____ Yacht Club (if any): _____
 Sail Number: _____ Vessel Rig: _____ Mainsail is: Gaff _____ Marconi _____
 Length - On Deck: _____ Waterline: _____ Overall: _____ Beam: _____
 Draft: _____ Keel Configuration: _____ Displacement: _____ lbs.
 Working Sail Area: _____ sq. ft. Maximum Sail Area: _____ sq. ft.
 Designer: _____ Year: _____
 Builder: _____ Year: _____
 Hull Material(s): _____ Hull Const. Method: _____
 Spar Material (s): _____
 List any modifications from design or major modifications since built:

THE HISTORY of your vessel: (for press and record book. Please attach additional sheet.)

THE MASTER MARINERS BENEVOLENT ASSOCIATION membership includes year 'round activities, including a New Year's Day regatta/party, Spring Potluck Dinner, Annual Memorial Day Regatta and weekend Rendezvous, Annual Membership meeting/party and Wooden Boat Show in June, Labor Day Weekend Regatta/Cruise, and other events as announced.

*Why do you want to join the MMBA? _____

*Owner's Name(s)/Friend's Name(s): _____

*Home Address: _____

*City: _____ State: _____ Zip code: _____

*Email Address: _____ Phone: () _____

*Business Name: _____

*Business Address: _____ Business Phone: () _____

*City: _____ State: _____ Zip code: _____

*Send Mail to: Home _____ Business _____

NOTE: With this application, please submit a non-returnable, current photo of your boat under sail.

** Yachts that do not have sail numbers will be assigned numbers to display during MMBA regattas.

Mail this application and a check payable to **Master Mariners Benevolent Association** to:

MMBA, P.O. Box 70640, Richmond, CA 94807

For questions, please contact Neil Gibbs, Membership Chair, membership@sfmastermariners.org



Ahoy from Crete!

Of all the places to be invited to go sailing, Crete offers an amazing trifecta of curiosities for a traveler, sailor and lover of wooden boats.

5,000 Years of Maritime History on a Greek Isle

Copy and photos by Liz Diaz
s/v Kaze

During my flight hop from Istanbul, to Athens, Greece, I prepared for an exploration of antiquities. My final destination was the isle of Crete—the singularly oldest part of the EU, dating back to the Minoan civilization, more than 5,000 years ago. As a young traveler in my early 20s, I studied in the Balkans. I briefly visited Crete, but recall mostly the dancing, *ouzo* and *kataifi*. This time, my journey was in pursuit of more educational enrichment.

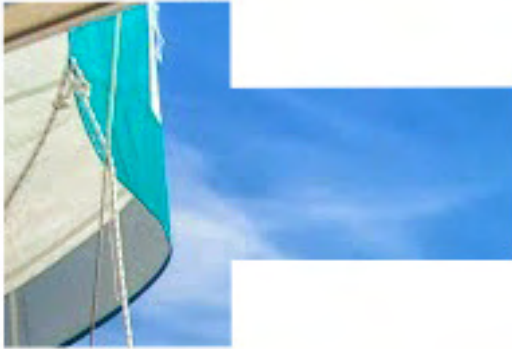
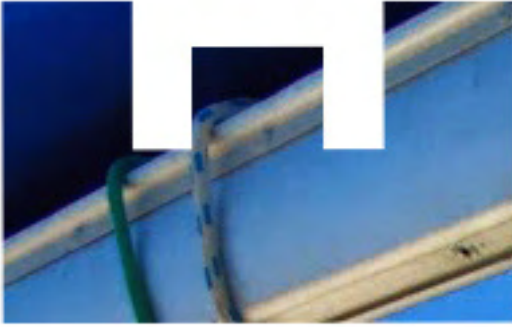
Blue Zone Beauty and History

Longtime members of the MMBA may recall Skipper Patricia Howson and her late partner Peter Ross; both active in MMBA, they owned *Alimbic* from 1992-97. For the last couple of decades, she and Peter had cruised every summer on their Pacific Seacraft Crealock 33, sailing the seven seas and oceans of our planet. To my good luck and timing, Pat invited me to sail with her around Crete last September (2022). Her vessel *Kidaly* is lovely and well maintained, right down to its vast amounts of splendid varnish—quite eye-catching in the Mediterranean sun.

Arriving late on a rainy evening, I caught up with Pat and *Kidaly* on the northwest-end of Crete in the Channia region, where she was moored in Old Venetian Harbor. She welcomed me aboard. After a restful slumber, I awoke to a sparkling morning. We stretched, enjoyed fresh coffee from the *moka* pot, then climbed over the rail and stepped onto the promenade just as the city was waking up.

A blue sky, breeze, people, sailboats, cafes and the farmers market—what a great way to begin a boating adventure where there was a galley full of the freshest food! Crete is one of the Blue Zones (a region where people live to very old ages) and the local diet is proof of this. Everything consumed for the last 5,000 years is grown and produced on the island. It is truly awesome; from the goat yogurt and figs, to the fresh carob, tomatoes, herbs, wine and *raki*.

Walking along the seawall from the farmers market, we passed a series of very old, large, vaulted brick and stone buildings aside the water, the likes of which I have never seen before. To locals, this view may not be a big deal, but for me it was a shocker. I was told these were boatbuilding sheds used by the Venetian Navy in the 16th Century.





Two Channia Harbor Museums

At either end of the Channia Harbor are two museums; to the south is the Naval Maritime Museum housed in the Venetian Fortress, and 20-minutes to the other end is the Museum of Ancient and Traditional Shipbuilding. I learned that, at one point in time, there were 16 similar bastions where innumerable wooden ships of the Venetians were built or repaired, just like the Liberty Ships of San Francisco Bay. We were moored right in the middle of this historic venue!

When I travel I seek out the local maritime museum, which helps me get my bearings at a destination; a first visit was the Naval Maritime Museum. A curiously young site, established in 1973, it features aspects from the oldest period of time for Europe maritime history. Only recently has the museum been recognized as one of the best in Europe due to how well its displays and artefacts have been preserved.

To reach the Naval Maritime Museum, there was a short walk past the beautiful restaurants, cute tavernas, kitty cats, lazy Greek dogs and the most handsome of horses drawing elegant carriages. At the very end of the harbor was a beautiful claret-colored Venetian building. Here was housed the first museum. This outstanding piece of Venetian architecture, right here in Greece, was known throughout the town as the Firka, the Turkish name for fort, because the Turks conquered this harbor after the Venetians.

Of the many interesting legacy items—from the WWII 'Battle of Crete' displays to what-fascinated-me-the-most-objects—models of the harbor and dockyards, the collections of diverse maps, charts and the schematics of how to battle with "tri-remes" stand-out for me. Tri-remes are Ancient Greek or Roman war galleys with three banks of oars. Imagine a game of pick-up-sticks with all those oars in the water.



An Ancient Wooden Boat's Heritage

At opposite end of the harbor, past the dry dock, stands the Museum of Ancient Ship Building. You enter through a wooden plank door to arrive inside one of the venue's cool buildings. A first item to catch my attention was the one-fifth scale model Minoan ship from 1,500 BC. This was built by talented shipwrights using Bronze Age tools and contemporary knowledge. Interesting to note, this 10 meter sailboat was sailed from Crete to Athens in 2004 to help mark that year's Olympic Games.



Blue Zone Diet



olives
tomatoes
dates
garlic
figs
carob
yogurt
seafood

Blue Zone Diet and Longer Life

As a proud custodian of my own little wooden ship *Kaze*, I was fascinated to learn about the evolution of simple wooden pleasure vessels, with their humble roots as fishing boats, thanks to the museum's collection of superb models. With awe, I recognize connections for some of our San Francisco Bay wooden boats, back to this Venetian family tree with its heart in the Mediterranean.

Both museums, the beautiful harbor, Greek food, and the amazing history of this ancient place continue to inspire me as I plan future journeys. Visits to maritime museums always anchor my travels, plus help me pull together pieces to increase learning and appreciation of sailing. Sailing with Pat on the northern shore of Crete was beautiful, with light winds, rough coastline and unique anchorages, superb shoulder season weather. I have yet to sail in the famous *Meltemi* winds (dry northerly winds), but as I packed to leave, these winds arrived in force, sending waves over the walls of the Heraclion Harbor. I look forward with excitement to any chance to sail there again.



2023 MMBA Regatta Sponsorship

There is a much-quoted phrase.
"Those who do not remember the past are condemned to repeat it."
which I often think about—because this just isn't true!

We, Master Mariners, have taken to remembering the past because this is where great lessons lie. If we do not remember the past, there will be no repeating it. We need to strive as hard as we are able to keep the legacy of our Bay Area "Great Age of Sail" alive.

Over the decades, sponsorship of the Annual Regatta has helped sustain a unique piece of history, keeping it at the forefront for our local sailing culture during a few days each year.

Now more than ever, it is vital to sponsor the Master Mariners Association. Each year, here and all around the world, old wooden ships and boats are being decommissioned or cut up, put in the scrap heap, never to be replaced. At some point in our foreseeable future, the only place that we may find these classic yachts may be a museum.

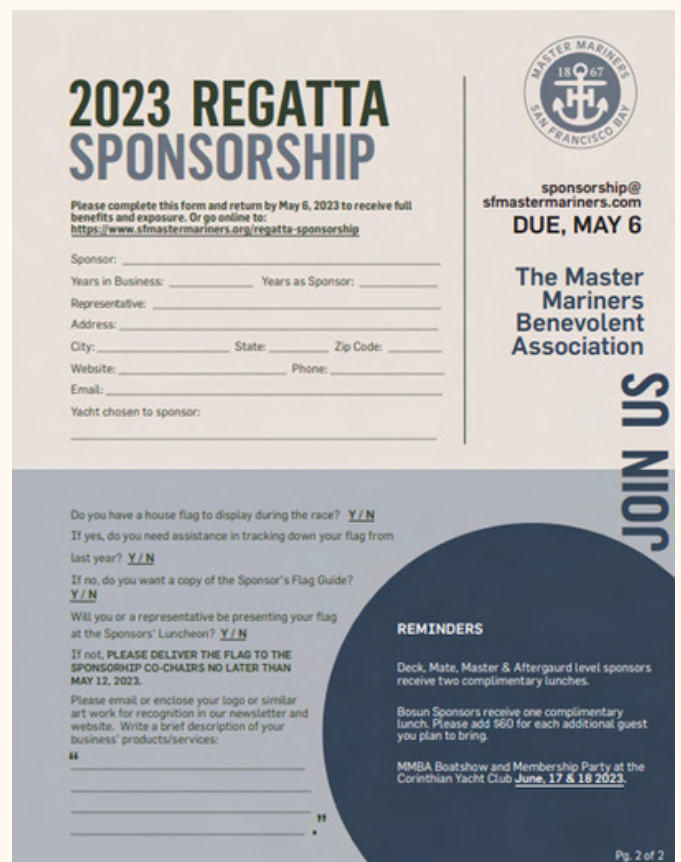
Historic vessels on the water need your support. These captains, who are humble custodians of these vessels, need your commitment to help us keep flags of support waving over the fleet.

Your MMBA sponsorship makes a significant contribution that helps us sustain one of the longest running sail regattas in North America. Combined with the charitable giving of the Master Mariner sister organization, the Master Mariners Benevolent Foundation, your sponsorship also supports a variety of initiatives that preserve and foster the interests, skills, trades and organizations that keep maritime traditions alive for the benefit of the public and youth.

Sponsorship brings brand exposure in the form of display for your "house flag" and/or logo:

- Flown from aboard a racing vessel during the regatta
- At the Awards Ceremony after the regatta
- During the Annual Meeting and Wooden Boat Show June 17 - 18 at the Corinthian Yacht Club
- On the Master Mariners website
- Displayed within *The Shellback*

Additionally, your name shall be shared during the sponsor roll call at our annual Sponsor and Skipper Luncheon at the St. Francis Yacht Club on May 19.



The image shows a sponsorship form for the 2023 Regatta. The form is titled "2023 REGATTA SPONSORSHIP" and includes a deadline of May 6, 2023. It contains fields for sponsor information, a "REMINDEERS" section with details about complimentary lunches, and a "JOIN US" banner on the right side. The form also includes the Master Mariners Association logo and contact information.

2023 REGATTA SPONSORSHIP

Please complete this form and return by May 6, 2023 to receive full benefits and exposure. Or go online to: <https://www.sfmastermariners.org/regatta-sponsorship>

Sponsor: _____
Years in Business: _____ Years as Sponsor: _____
Representative: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Website: _____ Phone: _____
Email: _____
Yacht chosen to sponsor: _____

REMINDEERS

Deck, Mate, Master & Afterguard level sponsors receive two complimentary lunches.
Bosun Sponsors receive one complimentary lunch. Please add \$60 for each additional guest you plan to bring.
MMBA Boatshow and Membership Party at the Corinthian Yacht Club June 17 & 18 2023.

JOIN US

Pg. 2 of 2

Levels of Sponsorship

Bosun: \$200 to \$349

Receives one (1) seat at the Sponsors Luncheon May 19, your flag flying aboard a vessel, logo placement, plus Bosun level gift.

Deck: \$350 to \$499

Receives same as Bosun, one (1) additional lunch, plus Deck level gift.

Mate: \$500 to \$999

Receives same as Deck, plus Mate level gift.

Master: \$1,000 to \$1,999

Receives same as Mate, plus Master level gift.

Afterguard: \$2,000 and up

Received same as Master, plus Afterguard level gift.

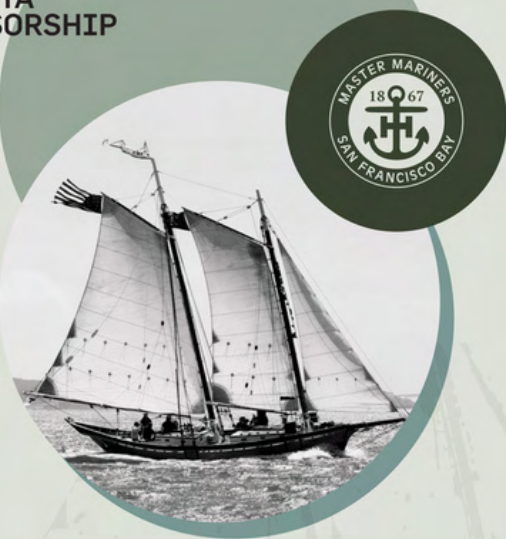


Liz Diaz and Hans List
Co-chairs MMBA sponsorship
sponsorship@sfmastermariners.org

More info and forms:

<https://www.sfmastermariners.org/log/2023/2/11/all-about-sponsoring-the-2023-master-mariners-regatta>

2023 REGATTA SPONSORSHIP



The Master Mariners Benevolent Association

A non-profit organization based in San Francisco fostering participation in the preservation of traditionally designed, properly constructed, and well maintained classic sailing craft.

Established 1867 sfmastermariners.org

JOIN US

2023 REGATTA SPONSORSHIP OPPORTUNITY



sponsorship@sfmastermariners.com

IMPORTANT DATES

May 6, 2023 Sponsor Fees Due

May 19, 2023 (Friday)
Sponsors' Luncheon:
St. Francis Yacht Club, San Francisco

May 27, 2023 (Saturday)
Master Mariners Regatta:
City Front Start / Treasure Island Finish
Trophy Ceremony & Party
Encinal Yacht Club, Alameda

June 17, 2023 (Saturday)
Master Mariners Annual Meeting & Party,
Corinthian Yacht Club, Tiburon

June 18, 2023 (Sunday)
Wooden Boat Show,
Corinthian Yacht Club, Tiburon

The Master Mariners is dedicated to fostering participation in, and the preservation of traditional sailing craft and the maritime traditions, skills and trades that keep them alive on San Francisco Bay.

As a Regatta Sponsor, you are joining a tradition which goes back to 1867 and the original Boatmen's Protective Association of San Francisco, later named the Master Mariners Benevolent Association.

Your Sponsorship of the Master Mariners Regatta will make a significant contribution to continuing one of the longest running regattas in North America. Combined with the charitable giving of the Master Mariners sister organization, the **Master Mariners Benevolent Foundation**, your Sponsorship also supports a variety of initiatives to preserve and foster the interest, skills, trades and organizations that keep maritime traditions alive and well for the benefit of the public and our youth.

Sponsorship brings brand exposure in the form of your "House Flag" and Sponsor's roll call during the Sponsors Lunch at the St. Francis Yacht Club, on board a racing vessel that will fly your House Flag during the regatta, at the Awards Banquet after the Regatta, during the Annual Meeting and Wooden Boat Show in June at the Corinthian Yacht Club, and on the Master Mariners Website.

Funded initiatives over the years include:

The Master Mariners Regatta – one of the oldest Regattas in the United States, started in 1867 and re-established in 1965.

Youth Scholarships for calloffthesea.org voyages aboard the schooner Seaward, and educational sailing programs aboard the tall ship Matthew Turner.

The Wooden Boats for Veterans organization.

The Arques Boat Building School scholarships for tool purchases, and in support of the Dolphin project.

The Master Mariners Wooden Boat Show – the longest running classic boat show on the west coast open to the public.

SINCE 1867

New MMBA Board Member Role + Old Boat = Happiness

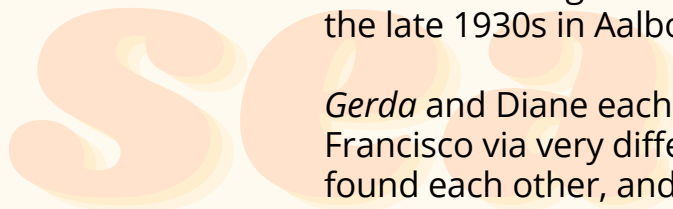


on land



Diane Walton, one of the newest members of the Master Mariner's Board of Directors, is part of this association by the grace of one of the oldest MMBA fleet boats—a 26-foot Spidsgatter (double-ender) sloop. Now known as *Gerda*, the vessel was designed and built by Aage Utzon in the late 1930s in Aalborg, Denmark.

Copy and photos by Diane Walton
s/v Gerda



Gerda and Diane each found their way to San Francisco via very different routes; then they found each other, and then MMBA in 2022 (matchmaker credit goes to Cree Partridge).

New MMBA Board Member Role + Old Boat =

The pair have since enjoyed many adventures on the San Francisco Bay, including their debut at the 2022 Master Mariners Regatta. *Gerda* took her assigned place in the Parade fleet, proudly sailing with the *Matthew Turner* on the 1877 Regatta route. Thankfully, local sailor Alejandro Dorazio was available to crew. In 2023 we shall race again!

When not powered by the wind, *Gerda* taps a 48-volt (ever-so-quiet) electric battery and new motor from Electric Yacht. The battery can recharge while sailing or, as needed, overnight at the dock, courtesy a PowerUP 1KW generator. The viewing monitor makes measure of charge capacity clear--watching it climb back up toward 100% whilst sailing on the SF Bay continues to bring a smile to Diane's face.

Diane's first sailboat, *China Rose* (also berthed in Berkeley) has a Ferymann diesel engine and the decision to put an electric motor on *Gerda* sprang from her hopes for a cleaner environment.

Fewer moveable parts was also a huge attraction—and of course a quieter sail. Diane shares that *Gerda* had been abandoned and was without motor. Installation of the electric motor happened shortly after the acquisition in late 2021.

...ABANDONED AND WITHOUT A MOTOR



Model:

QuietTorque QT 10.0 Sport-rated horsepower: 8.2 kW DC system - 12V

Batteries/Amps: house: (1) West Marine 12V group 24 AGM / 79 Ah

Propulsion: 4 LIFELINE GPL-30HT / 12V Deep Cycle AGM / 150Ah each, in series for a 48V bank

See Berkeley Marine Center and Power Up Energy Technologies add tech to *Gerda*:

https://youtu.be/ewf3l_Rl45k



Eight Bells Remembering Hank Easom

As many of you already know, on February 14, sailing legend Hank Easom passed away at his home due to ongoing health issues.

Hank was a true friend and a gentleman. He was a man who embodied the true Corinthian spirit and loved the sport of sailing like I've never seen before. I could go on and on about all of the merits he has achieved over the years or talk about all of the boats he built and repaired, but I think what stood out most about this man was his ability to make everyone around him strive to be better...both on and off of the race course. And he always managed to do it with grace and class.

After each race, if we did well, he would say, "nice job everybody" just after crossing the finish line. Now for Hank, doing well in a race meant one of two things, either doing better than everyone else or sailing to the best of your ability.

Often, while recapping a race at the club, he would say, "We really got lucky on that one." I believe in luck and all, but I could never figure out if Hank was the luckiest guy ever or just an incredibly modest and talented sailor. He would take a tack in where there would be a hole, and sure enough, a puff would come in and give us a lift. I can say he truly knew the San Francisco Bay like no other.

Here's to you, Hank.

Hans List
s/v Sequestor



Dear friends of Hank Easom:

It is with great sadness that we write with the news that Hank Easom passed away around 9:15 pm, Tuesday, February 14, 2023.

Admired by many, our humble hero died of inoperable cancer at the age of 88, at home with his family.

Thanks to your support and generosity, the Hank Easom Buoy has created an enduring remembrance of an exemplary person and sailor on his favorite playground, San Francisco Bay.

Though he was too ill to accompany the voyage, Hank sent *Serenade* to be first to round San Francisco Bay's newest weather mark—and christen it with a bottle of champagne. Hank delighted in seeing his buoy from the Sausalito shoreline on two special occasions during the last days of his life, putting a final, big and well-deserved smile on our hero's face.

In the perfect close to a legendary career, on Saturday, February 4, 2023, ten days before his passing, in Hank's final race—the Golden Gate Yacht Club Midwinters—he was first to finish, first in division and first overall. In a competition usually decided by seconds, the next boat finished ½ an hour behind Hank Easom.

Ron Young
s/v Youngster
Scott Easom, Carl Lewis



Scott Easom, Hank Easom and Ron Young at the mark unveiling in Point16Richmond. © 2023 Denis Marriott

Eight Bells Remembering Jim DeWitt

Reprinted with permission from *Latitude 38*
By Christine Weaver



On November 19, 2022, Bay Area sailmaker, sailboat designer and artist extraordinaire Jim DeWitt passed away at home in Point Richmond under the care of hospice. He was 92 years old and had suffered a stroke a couple of weeks before.

James Harden DeWitt was born in Oakland on February 13, 1930. Jim became fascinated by sailboats and art at an early age. When he was 7, he drew pictures of sailboats while watching his dad build a 19-ft sloop in their backyard. He built his own first boat, El Toro #216, when he was 19. Jim graduated from Oakland High School, but he didn't enjoy school—turns out he was dyslexic at a time when no one understood what that was. But he did well in his art class, and his mom got him into art school. He attended the California College of Arts and Crafts in Oakland, then the Los Angeles Art Center in Pasadena.

To save money while going to school, he started making his own dinghy racing sails, building the first, for his El Toro, in 1959. "I was my first customer," he said.

Jim married his first wife, Dorothy May Swinson, in 1950. (They married and divorced twice!) In 1960, Jim returned to the Bay Area with his young family and opened DeWitt Sails in a Quonset hut in Richmond.

Last Year, Jim DeWitt, Bay Area polymath extraordinaire, not only sponsored Kaze (1956 Okomoto and Sons Boat Yard, 23-foot sloop), but also painted her.

What a great man. I was privileged to go to his celebration of life at the St. Francis YC where, coincidentally, this was the first and last place we had dined together (at the MMBA Sponsors lunch in 2022). At the celebration I heard from speakers as to why he ranked so high in so many fields. His wife, Sally, wrote a beautiful tribute to him as only a wife can.

He had raced once in the MMBA on a boat he had designed and built; I have heard, it almost sunk! And he kept on going.

Jim DeWitt may be gone, but wow, we are the fortunate ones who can say he was truly one of us--one of the best of us. I am proud to have met him.

Liz Diaz
s/v Kaze

In 1980, he moved the business into a new building in Brickyard Cove, which included his art studio. In 1983, Jim sold the sail loft to Sobstad in order to focus on his art career. (Sobstad later sold to Quantum, which is still there in the same building.) Parallel to his professional careers was his yacht racing career. In 1961, he won the Bullship Race, in which El Toros sail across the Golden Gate from Sausalito to San Francisco.

In 1963, he won the North American Men's Championship in Annapolis, with the daringly mixed-gender crew of Jocelyn Nash and Jake van Heeckeren. Jim thus became the first West Coast skipper to bring home the Mallory Cup. From 1969 to 1977, Jim had a series of successes in the Lipton Cup. He won the 1992 International Masters Regatta, sailed in J/24s in San Francisco.

In the 1990s, Jim designed the roto-molded plastic DeWitt Dinghy. Fleets of the little yellow boats were ubiquitous at yacht clubs with junior programs. Some later models were made from fiberglass. "I never made any money off those," he told us.

But Jim is best known in today's sailing community for his paintings. His exuberant colors and bold shapes burst off the canvas. His subjects range from people to pets to flowers, but especially sailboats and yacht racing. His canvases adorn the walls of many a yacht club and other maritime enterprises. You can even spot his murals if you stroll around Point Richmond. [Continue reading>>](#)

MASTER MARINERS

WOODEN BOAT SHOW

Sunday, June 18th 2023

Supports the Preservation of Classic Sailing Vessels, Seamanship and Nautical Education
Through the Historic 501(c)(3) **MASTER MARINERS BENEVOLENT FOUNDATION**



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 San Francisco Bay Area'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

A Copper Rooster, Bikini Bowl and Moving Start Line? This Must be the Annual

As appearing in *Latitude 38*
Copy and photos by Martha Blanchfield

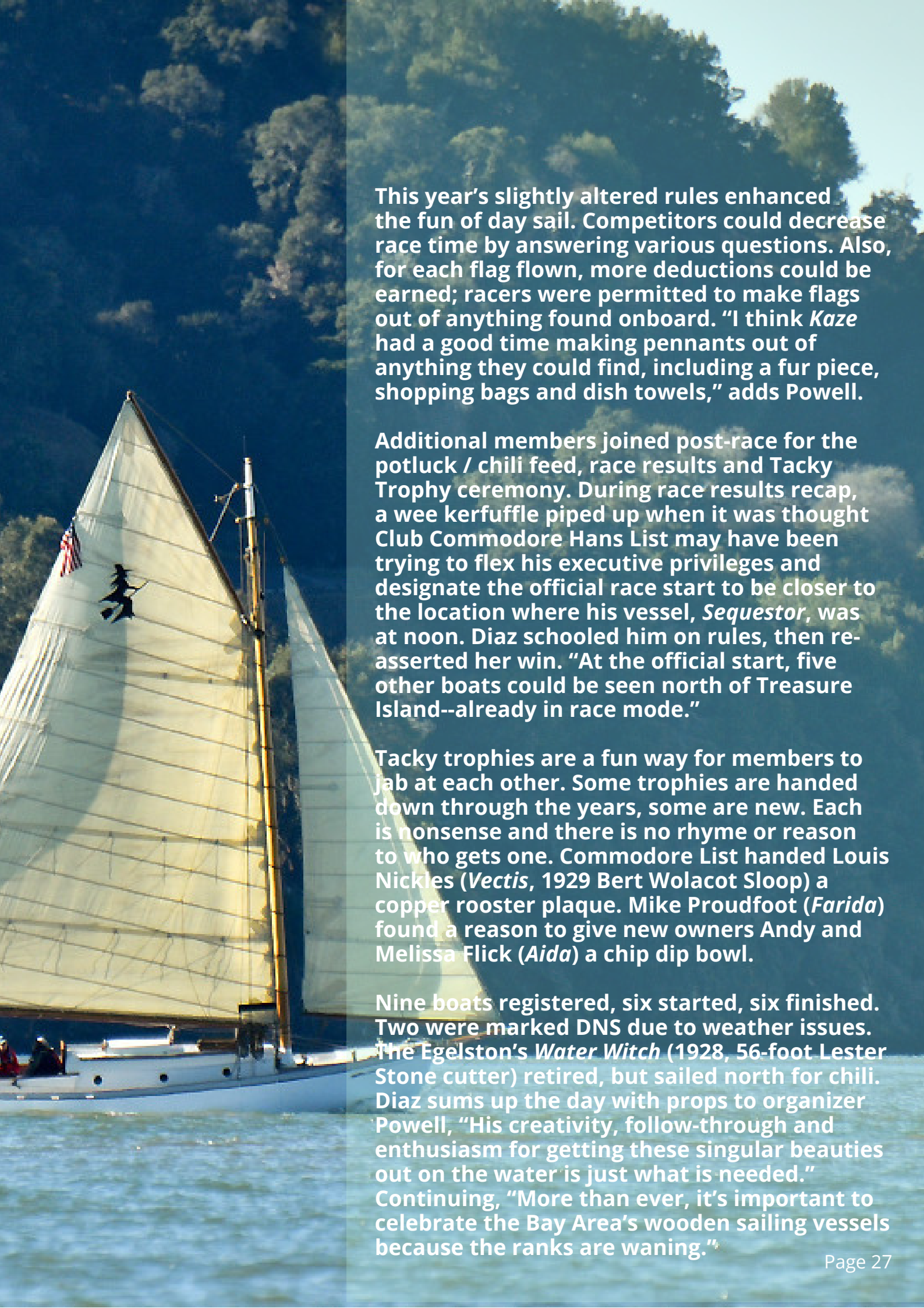
New
Year's Day

Potluck and Tacky Trophy

Turns out, January 1 saw more blue sky and calm conditions than locals have seen in many weeks. An ideal day for the annual Master Mariners Benevolent Association New Year's Day race, chili feed and Tacky Trophy exchange.

Just before 12:00, to the area east of Treasure Island, race organizer Ian Powell anchored his vessel *Briar Rose* as course marker. Powell, inventor of this year's altered rules, stipulated entrants merely sail within a potato throw of his vessel if they wished to be scored. Unfortunately, "with the winds so light, some boats underestimated the time it would take to get to Treasure Island. In fact, winds were so spare that five of the six didn't even qualify," he reports. The lone crew within hailing distance was Liz Diaz's *Kaze* (1956, 23-foot Maya, Okamoto and Sons boatyard in Yokohama, Japan). This crew followed the full route north to San Pablo Yacht Club (SPYC) and, once all feet had touched the clubhouse floor, was declared the winner.

"Today offered a bewitching blue-sky day with a nice northerly breeze," smiles Sandee Swanson smiles, who has recently completed a first year as owner of *Black Witch* (1949, 32-foot gaff-rigged modified Friendship sloop). Swanson is pleased that her 'used-to-be catamaran crew' has graduated to salty seasoned 'macaroni' status that's able to expertly manage a gaff. "We now have the boat pointing as well as any modern rig."



This year's slightly altered rules enhanced the fun of day sail. Competitors could decrease race time by answering various questions. Also, for each flag flown, more deductions could be earned; racers were permitted to make flags out of anything found onboard. "I think *Kaze* had a good time making pennants out of anything they could find, including a fur piece, shopping bags and dish towels," adds Powell.

Additional members joined post-race for the potluck / chili feed, race results and Tacky Trophy ceremony. During race results recap, a wee kerfuffle piped up when it was thought Club Commodore Hans List may have been trying to flex his executive privileges and designate the official race start to be closer to the location where his vessel, *Sequestor*, was at noon. Diaz schooled him on rules, then re-asserted her win. "At the official start, five other boats could be seen north of Treasure Island--already in race mode."

Tacky trophies are a fun way for members to jab at each other. Some trophies are handed down through the years, some are new. Each is nonsense and there is no rhyme or reason to who gets one. Commodore List handed Louis Nickles (*Vectis*, 1929 Bert Wolacot Sloop) a copper rooster plaque. Mike Proudfoot (*Farida*) found a reason to give new owners Andy and Melissa Flick (*Aida*) a chip dip bowl.

Nine boats registered, six started, six finished. Two were marked DNS due to weather issues. The Egelston's *Water Witch* (1928, 56-foot Lester Stone cutter) retired, but sailed north for chili. Diaz sums up the day with props to organizer Powell, "His creativity, follow-through and enthusiasm for getting these singular beauties out on the water is just what is needed." Continuing, "More than ever, it's important to celebrate the Bay Area's wooden sailing vessels because the ranks are waning."

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 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”). 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 (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.

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.

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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.



Calling all sailors and lovers of traditional yachts

become a member in one of
the West Coast's oldest
maritime associations

join MMBA in spring,
sail with us all season
see page 12 for information



**a traditional sailing dhow operating for
tourist snorkel and swim day-trips off
Mnemba Island, NE tip of Zanzibar**



Sailing Zanzibar Wooden Dhows

Copy and photos by
Randall von Wedel, Pt. Richmond

A conventional drop-in rudder with rusty iron pintles and gudgeons. Rudder is removed when operating the outboard and when vessel is backed onto a beach to unload passengers or cargo. This fishing dhow has square transom. Many small dhows retain this original graceful double-ended configuration.

Dhow Sailing Vessels Still Ply the Indian Ocean

Recently I sailed off the coast of Zanzibar with Captain Zakarya on his 10-meter rustic fishing dhow, *MAPENZE*, built of mangrove frames and red mahogany planking with Captain Zakarya aboard his old 10-meter (33 ft) rustic fishing dhow built of mangrove frames and red mahogany planking on the coast of Tanzania.

These dhow sailing vessels still ply the Indian Ocean just waters as they have for centuries, this is along one of the oldest trade routes in the world, carrying fruit, grain, lumber and human slaves from this region Africa to the Persian Gulf and India. Historically, dhows sailed downwind this time of year (during February through April,) riding prevailing winds of the monsoon season, and then sailed back with northerly winds in early summer. Essentially, they are downwind boats that reach and run down the coasts and 'fight' (their term is kubisha) their way back close-hauled as best as they can.

The basic shape and carvel plank construction, rope rigging with heavy wooden pulley blocks and lateen sails made with soft cotton canvas has not changed much in over a 1,000 years. Dhows range from small, light, double-ended fishing and coastal fishing cargo boats, to 120+ ton large ocean-going cargo vessels with a raised square transom, often with multiple masts and sails.

Centuries Old Wood Planted by Portuguese

Shipwrights build and repair the boats on beaches and tidal flats using local air-dried 1 x 10 timbers of rough-sawn African mahogany from the mainland--or from trees planted centuries ago by the Portuguese in tree farms, some of which are now protected in national parks in Zanzibar.



They hand drill the planks with a bow and cord-driven drill to allow hand-carved mahogany tree nails as fasteners. They also use crude, hand-forged iron spikes (melted from nails and scrap metal) to secure planks to the heavy frames. They saw the scarfs and cuts by hand, and use small crude hand planes to fit the planks. I witnessed the rhythmic sound and sights of men pounding white cotton into the seams with caulking irons and mallets as we still do with our wooden boats in the western world.

Shipwrights boil a particular type of tar wood to yield a hot sticky resin which they mix with conventional paint to produce a durable sealant, and they use some sort of flexible resin seam compound to seal cracks and to fill gaps around tree nails and iron spikes; *MAPENZE* was remarkably dry.

Rigging Both Primitive and Minimalist

Dhow rigging is primitive and minimalist: the quirky mast is just a tapered tree trunk and the lateen yard is often two or more trees lashed together to create a great arc for the triangular cotton sail. The mast rakes forward and is well secured to heavy cross beam thwarts that allow it to be free standing with a very sturdy mast step in the keelson. After the halyard raises the boom with a crude wood pulley block it becomes the backstay, taking most of the load of the huge triangular sail that reaches high in the air. It took three men to hoist the yard and sail of the awkward lateen rig and then it was easy to sail it with the single sheet. The yard is attached in two places: at the top of the mast and at the leading end with a lanyard that tethers the lower end of the yard spar to a cross beam or a bow sprit. Nothing complicated; all the lines on *MAPENZE* were weathered, sunburned plastic rope, not the manila or coconut fiber rope lines of times past.

Though it has no keel, no lap boards and only a small rudder, broad-beamed *MAPENZE* sailed remarkably free. It picked up speed nicely (shallow draft of about .5 meter) and heeled moderately in 18-20 knot gusts as we spanked across the bay towards Tumbatu Island to the southwest. To my surprise, the short tiller with which I was steering revealed quite a pronounced lee helm—of course...with all that sail area forward of the hull's center of resistance.

When we turned around, I was surprised again—instead of tacking we gybed. Gybing required awkwardly passing the sheet and the sail around the front of the mast and using another old rope to support the mast on the windward side of the boat as we yanked in the sheet (no winches, no pulleys, just sweat labor) on the opposite tack to sail back to the beach. Then I had my third surprise...the boat sailed remarkably well to weather, not pointing but certainly an angle of 50-degrees into the stiff breeze. On our return, the short tiller had a decidedly weather-helm pressure. Leeward slippage was not particularly noticeable, and I was able to sail back to our beach up a narrow channel without having to tack (or gybe), even after sailing on a smooth fast broad reach for an hour down the coast of NW Zanzibar south of Kendwa.

Soon we were back where we started as the sun set and the anchor was heaved off the bow as the boat backed into the beach (the rudder lifted out). I casually stepped off into the aquamarine shallow water of the immense coral white sand beach.

A ¼ scale model replica made from the remains of a 9-meter Arabic dhow that sank in the Bosphorus in a storm, shortly after it left the dock fully loaded with amphoras of wine, olive oil and spices. The hull design, carvel plank construction methods and lateen rigging have changed little in the thousand years since these cargo vessels sailed down the coast of East Africa from the Red Sea, the Persian Gulf and the west coast of India.



The canoe stern of the double ended dhow in Istanbul. Note the double ended design with an ancient rudder arrangement like the Egyptians had: a paddle lashed to one side of the stern to steer this heavy boat in rough seas...Display of the Istanbul Library Museum inside the top of the magnificent Galata Tower overlooking the infamous Golden Horn and Bosphorus with views SW of the Marmara Sea and to the south into Asia, just across the water.



Mangrove trunks and Alamendra (sea almond) logs drying for use as frames for dhows; natural curved pieces are selected to fit the shape of the hull.



Planking, transom, keel details. Iron spikes are visible. They are wrapped with cotton caulking before they pound them into the planking and counter sink. Later, seam compound and paint is applied to seal.



Mahogany planking fastened to almond or mangrove heavy frames with hand-drilled holes and tree nails or 5-inch iron spikes, then hammered over on the inside of the frames.



Dhow *MAPENZE* and Captain Zakarya of Kendwa, NW coast of Zanzibar, Tanzania. For tourists, Captain Z constructed an ugly 'room addition' frame fitted with a cheap plastic tarp to make her a "shade boat" to protect against the searing hot equatorial sun.



The main halyard aboard *MAPENZE* serves as the primary shroud and back stay when under sail.

Genesis of the SF Bay Classics Championship Series

Copy by Angie Lackey Olson

It all started during one of the many planning meetings held on the San Francisco Yacht Club (SFYC) Corinthian Deck immediately following the Great San Francisco Schooner Race (now combined with the Belvedere Classic Regatta).

Traditional boat aficionados Paul Dines, Terry Klaus, John Swain, Alan Olson and Angie Olson all strongly agreed that we should combine results from the three major classics regattas (Master Mariners Race, Belvedere Classic/Great San Francisco Schooner Race and Jessica Cup), thereby creating a season championship series.

That's when the hard work started. Each sailor consulted with his/her organization (MMBA, St. Francis Yacht Club, San Francisco YC) to gain buy-in from entities' race committees. San Francisco YC generated the deed, trophies were purchased, and Terry Klaus took on the task of determining how to calculate the results.

2019 was the inaugural year for the classics championship series.



[Resources](#) / [Calendar of Events](#) / [Belvedere Classic Regatta \(Including the Great San Francisco Schooner Race\)](#)

Belvedere Classic Regatta (Including the Great San Francisco Schooner Race)



Saturday, July 15, 2023

This classic vessel regatta has been held annually at the San Francisco Yacht Club (West coast's oldest yacht club) in Belvedere, California since 2008 and attracts classic boats from San Francisco Bay and beyond to beautiful Belvedere Cove in the North bay.

The San Francisco Yacht Club 98 Beach Road Belvedere, CA 94920

For additional information contact the San Francisco Yacht Club at 415-435-9133 or John Swain at 415-435-0468.



MARK YOUR CALENDAR

Events

Spring Cruise-in & Potluck March 18

12 - 5pm
Point San Pablo Yacht Club
Info: Gena Egleston

Great SF Schooner Race & Belvedere Classic July 15

See NOR
San Francisco Yacht Club
Info: San Francisco Yacht Club

Sponsors & Skippers Luncheon May 19

12pm
St. Francis Yacht Club
Info: Hans List and Liz Diaz

Labor Day Weekend Sept 2 - 4

12pm
TBD
Info: Ian Powell

MMBA Regatta & Party May 27

12pm
StFYC start line, Encinal Yacht Club party
Info: Liz Diaz and Lindsey Klaus

ROLEX Big Boat Series / Classics September 13 - 17

See NOR
St. Francis Yacht Club
Info: St. Francis Yacht Club

Annual Member Meeting June 17

TBD
Corinthian Yacht Club
Info: Diane Walton and Hans List

Jessica Cup Regatta Oct 14

See NOR
St. Francis Yacht Club
Info: St. Francis Yacht Club

Wooden Boat Show June 18

10am - 4pm
Corinthian Yacht Club
Info: Diane Walton and Hans List

coming in the june shellback

Profiles & Tributes

New member profiles
Your photos from MMBA Regatta & Party
Member travel articles
Member tips & tricks articles
Million dollar boats
Tributes & remembrances

Events & Activities

Spring Fling recap
Sponsor & Skippers Luncheon recap
MMBA Regatta & Party recap

June Annual Member Meeting
June Wooden Boat Show
July Great SF Schooner Race & Belvedere Classic

CLUB BULLETIN BOARD



Click logo to visit website

Spring Fling March 18

day after
St. Pat's
rain or shine

bring a dish to share
12 - 5pm, Point San Pablo YC

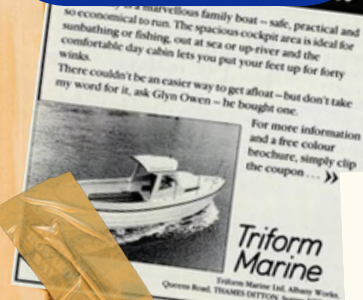
Membership
renewals
due by

MARCH 31

need a
2023 Regatta
SPONSORSHIP
pack?

email Liz or Hans

sponsorship@sfmastermariners.org



**Shellback seeks
your contributions!**

send photos, tips & tricks,
short articles to Martha

martha@renegadesailing.com

do you
have crew?
May 27
2023 annual regatta

MMBA Board

We seek a

SECRETARY

be part of 2022 - 2025
leadership team

Email Commodore Hans

Can you help
at events?

let event director
Ian Powell know

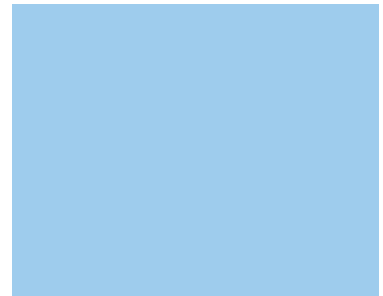
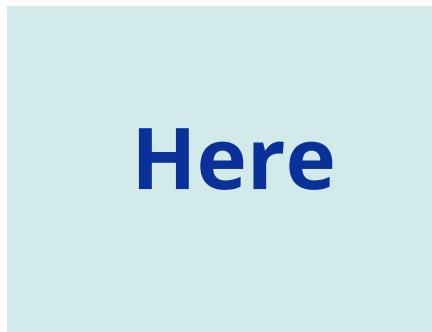
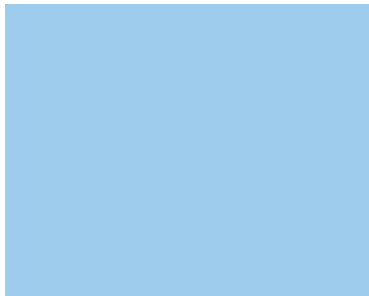
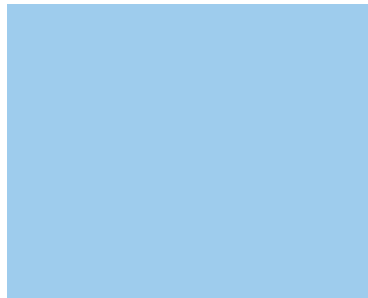
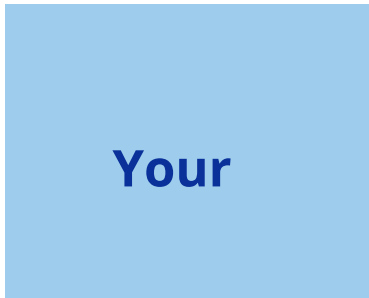
😊 set-up
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and more!



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