



the Shellback

a spirit of tradition
and community

2024 SUMMER
EDITION 03 VOL 02

Bears Sighted
flagged on the water,
splashed in the bay

Boat Bits Match-Up
which whatnot goes where?

SINCE 1867
MASTER MARINERS
BENEVOLENT ASSOCIATION

WWW.SIMASTERMARINERS.ORG

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

Member vessels include traditional and classic sailboats.



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

2024 newsletter editor is Martha Blanchfield.
martha@renegadesailing.com





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

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

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

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



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





It's an inland fish-fry for the List clan.

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MMBA board of directors left to right, back: Gena Egelston, Liz Diaz, Hans List, Diane Walton, Neil Gibbs. Front: Melissa Flick, John Muir, Mark Harris, KC Crowell. Not shown: Hans Hansen

Cover: Describing how much fun they are having at the Annual Wooden Boat Show are Barbara Ohler and Gary Costigan aboard their vessel *Morning Star*.

A SUMMER FULL OF FUN FOR THE WHOLE FAMILY

Ahoy all Master Mariners!

I hope everyone has been able to enjoy their summer and has had time to get out on the water where time seems to slow down from the regular fast-paced life that we are all so used to.



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

The family and I were able to take several trips up to the Sierras with lots of fly fishing and kayak fishing. I was reminded that it is not just being on the Bay which brings me so much joy, but just being on the water itself that really does it.....and catching fish is always a helpful reminder too.

We've had several successful MMBA-related events in the last few months, starting off with the Wooden Boat Show held at the Corinthian YC. This event is the one fundraiser of the year put on by the Master Mariners Benevolent Foundation. We were very pleased to see more than 400 people pay for admission, and all reports from the MMBF board said it was a hit.

Our annual meeting was held the Saturday night before the boat show, where we were happy to introduce our newest board member and secretary, Hans Hansen, who has already proven to be an asset to the club.

We have a lot of fun on the board, and it is always appreciated when individuals step up to join the team, volunteer or help.

The Great SF Schooner Race/Belvedere Classic turned out to be one for the books--well attended and with frisky conditions. The big flood tide and gusty winds made the beat around Alcatraz Island very exciting. I was invited to sail with Melissa and Andy Flick on the fine schooner *Aida*. I didn't quite realize how hard we were pushing the boat until we tacked around "8," promptly got knocked down and a portion of the wheel broke off in Melissa's hands. Yeeeeehaw!

I was really looking forward to attending the first annual Sea Music Festival in Aquatic Park. Unfortunately, I spent the entire weekend dealing with a "septic emergency" that had to be dealt with immediately. I heard the event was great, with lots of music and family fun. I look forward to attending next year.

The family and I have just returned from the Labor Day Cruise to China Camp--which had a terrific showing of more than 30 guests. Big ole burgers, sausages, salads and lots of homemade sweets were on display and on plates. We've got photos of the fun for you in the next *Shellback*--and a reveal of who gets to host next year's China Camp fest. Did you know that this duo has the honor of displaying the Cleat Cruise placard on their mantel for a full year?

Don't forget, October 19th is the Jessica Cup hosted by the StFYC. This is the final event in the Bay Championship Series.

I hope to see you all out on the water again soon.

Hans List

Melissa and Andy Flick, Hans List on the rail and guest in the pit at Belvedere and Great SF Schooner regatta. *Aida*, photo by Hans Hansen.



classic wooden yachts take to the water in series action

Below: *Matthew Turner* and to the right is *Brigadoon*. Photos by Brian Linke captured from aboard *Frida*.



AUGUST 10, 2024

Spirit of Tradition and Community

Belvedere Classic and Great SF Schooner Race

PHOTOS AND COPY BY MARTHA BLANCHFIELD

ARTICLE PRODUCED FOR LATITUDE 38; REPURPOSED FOR USE IN SHELLBACK



second race in the series

Classic wooden boat racing logged the second of its summer trifecta with the Belvedere Classic and Great SF Schooner Race, hosted by San Francisco Yacht Club on Saturday, August 10. The 2024 edition welcomed competitors in two classic yacht divisions, plus a schooner, as well as new spirit of tradition division. Mariners splashed varying courses, but had a shared start and finish near Ayala Cove. Final runs to the finish routed racers southwest through a squirrely 3-knot ebb patch 'tween Alcatraz and north end Treasure Island, then feisty front of the island, before veering north to finish.

In Classic Yacht 1, Nicholas Raggio on sloop *Alpha* tagged the start in leading form—putting lateral distance from competitors *Kay of Göteborg*, *Water Witch* and *Yucca*. Later on the course, while members of the Bird flock were heading north from Blossom Rock, *Yucca* plowed through the waves in style. Michael Zolezzi on this 8 mtr scooped first in division; second went to *Kay of Göteborg*.





From a field of six in the schooner division, Call of the Sea's *Seaward* earned first. When accepting the trophy, Alan Olsen reiterated what most were saying about there being plenty of wind; a mate added, "This was the best sailing we've ever done on *Seaward*."

New this year was a Spirit of Tradition start, which attracted three vessels. Michael Chammout and John Swain on *Sapphire* (Alerion 33 / SFYC) punched through to a lead, while the incredibly elegant *Bella* (Eagle / SFYC), owned by John and Tracy Rittenhouse, earned second, and the *Matthew Turner* placed third.

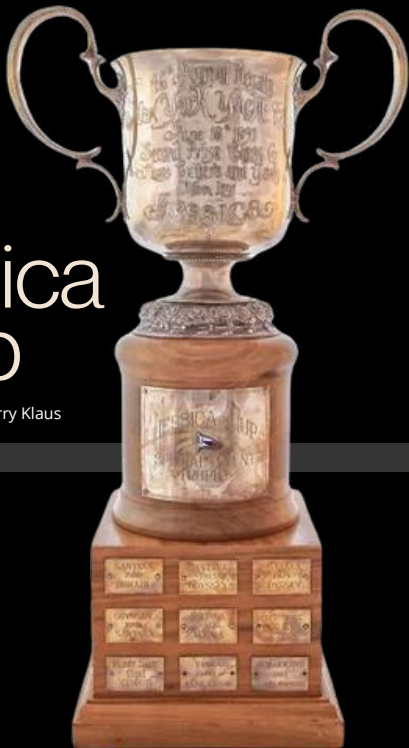
Other recognition was shared post-race on the San Francisco YC back deck. To honor participation since 2008, *Brigadoon's* caretakers Terry and Lindsey Klaus were bestowed a signature burgee.

Also reveling were first-time-to-compete (in this event) Michael and Susan Proudfoot of *Farida*; Michael beamed while holding a newly bestowed bottle of rum.

While recovering post-race, Neil Gibbs (*Kay of Göteborg*) best summed up the spirit within the wooden boat community, "Last night we learned that the bartender at the club had never sailed—so we invited her to join. She got properly wet and cold, but kept a big smile on her face."

the Jessica Cup

Copy shared by Terry Klaus



In 1990, a committee was formed to make a request to the St. Francis Yacht Club Executive Race Committee to add a new regatta for classic wooden yachts that had previously raced StFYC regattas in the 1960s, 1970s and 1980s.

The committee included Anna F. Peachy, chair of Myron Spaulding, StFYC honorary member, noted racer and CCA handicapper; Ron Simpson, noted rigger and big boat racer; Craig Swayne, Master Mariner board member. One year later, Master Mariner staff commodore and owner of Schooner *Brigadoon*, Terry Klaus, joined.

The StFYC executive race committee approved the request, and the committee started organizing the event.

**Athene was the first
StFYC Big Boat Series
winner in 1964.**

**She became the first
Jessica Cup winner in 1990.**

When looking for an appropriate commemorative, the organizing committee discovered a marvelous silver cup in the back of an old trophy case at the StFYC. The cup was given new life--designated to serve as the trophy for the nascent Jessica Cup, thereby changing the deed of gift.

The Jessica Cup, a magnificent trophy donated by the New York Yacht Club to StFYC in 1982, had been used on the East Coast as a recognition piece for winners of a match race series held between classic yachts, including notables such as *Santana*, *Athene*, *Odyssey* and *Baruna*.

West Coast Jessica

Entrants to this new West Coast event had to be of traditional design and construction, plus a minimum 50' on deck and of Marconi rig. Yachts would race under the Cruising Club rating system, and be handicapped by Myron Spaulding.

When the Jessica Cup was introduced in 1990, the organizing committee added a special dinner on Saturday night. It is at that evening's prizegiving where the series' trophies are presented. The tradition continues to this day.

jessica cup timeline

September 13, 1990

Seven yachts started the first Jessica Cup and raced course A--a 17 NM SF Bay course. *Athene* placed first with owner Chris Schroll; *Yucca* was second with owner Hank Easom; third was *Bright Star* with owner Ted Hall.

1991

Five boats participated and the regatta was won by *Yucca*.

1993

The Farallone Clippers were added as a one-design class.

1994

The Gaff class is added, even though it had been talked about since 1991. The Gaff class would race for the Yankee Cup--an old StFYC trophy newly repurposed that the Schooner Yankee had won years before.

That year's competition was a match race, much like the old Jessica Cup races in the 1980s. Gaff-rigged schooners *Brigadoon* and *Yankee* dueled it out, with *Brigadoon* and Terry Klaus earning the class first.

1994 also saw eight contenders in the Jessica Cup class, including seven in the Farallone Clipper division.

1995

The Windward one design class was added. This gave the Jessica Cup regatta two one-design classes: a gaff class and the larger Marconi class. 1995 saw 25 entrants.

2000

A second Marconi class for 30' to 40' on deck was added. The Windward, class which had lost entrants in its class, shifted to Marconi 2. The regatta continued to have four division starts.

2007

The L-36 one design class was added. This was a very strong class and also raced in the Master Mariner Regatta, as did almost all other classes.

2014

StFYC had a conflict scheduling the Jessica Cup, so decided to not run the regatta. Terry Klaus, regatta chair at StFYC and also a member of Encinal Yacht Club, asked EYC to put on the regatta.

2015

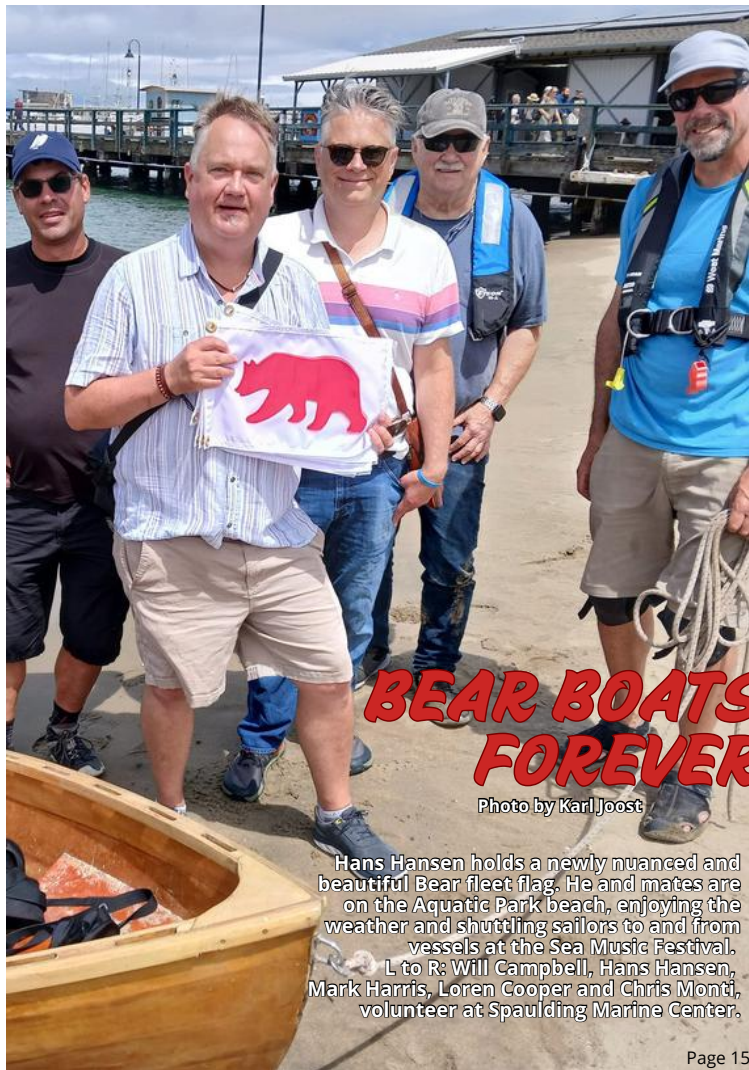
Jessica Cup returns to StFYC, resuming four division starts and more than 25 boats entries.

2019

Jessica Cup becomes part of the San Francisco Bay Classic Wooden Boat Championship.

The San Francisco Bay Classic Wooden Boat Championship is awarded to the top winners which race in the three MMBA-sponsored regattas: the MMBA Master Mariner Regatta, the Belvedere Classic & SF Great Schooner Race and StFYC's Jessica Cup.

Post-Jessica Cup race at prizegiving, three accumulated point trophies are bestowed to winners from Marconi 1 class, Marconi 2 class and the Gaff class.



BEAR BOATS FOREVER

Photo by Karl Joost

Hans Hansen holds a newly nuanced and beautiful Bear fleet flag. He and mates are on the Aquatic Park beach, enjoying the weather and shuttling sailors to and from vessels at the Sea Music Festival. L to R: Will Campbell, Hans Hansen, Mark Harris, Loren Cooper and Chris Monti, volunteer at Spaulding Marine Center.

Trophies

Board of Directors, Diane Walton

When I said "sure" to taking on the MMBA board trophies responsibilities, I really had no idea what that meant; now I do. Gena Egleston has been maintaining the trophies, and she made it possible for me to know what to do, and when. Let me share my year with you:

First, I needed to find out what and where the trophies were. Next, I went looking for their purpose, history, location and even information about previous winners. Along the way, over and over again, I fell into an amazing trove of SF Bay tales.

it's perpetual

For regatta race trophies there are two recognition pieces. The first is called the "perpetual" trophy. There are 12 of these. Each has its own story and class designation.

All trophies come out from their protective cases for display at the St. Francis Yacht Club Sponsor and Skipper Lunch May 17. After each namesake regatta held during the summer, the winning vessel's name is engraved onto a plate, which is then affixed to the trophy. Perpetual trophies reside either at the winning skipper's yacht club or the St. Francis Yacht Club.

Winning skippers of perpetuals are presented with a keeper award. These are usually small plaques given to first, second and third place winners. For the annual regatta in May, that's 60 items to package and present at the host club (Encinal Yacht Club) prizegiving.

4=fecta

Four other trophies stored at the Corinthian Yacht Club are presented each year at the Wooden Boat Show in June. Each is a perpetual; here again, the winning boat has its name engraved onto a plate which is then affixed to the trophy. These trophies are the: Alma/Al Lutz, Corinthian Cup, Stone Cup and the People's Choice. Skippers are given a take-home plaque.

3=fecta

In October, my job gets a bit easier with just three end-of-season trophies. To determine winners, tallies are taken from the Master Mariner Regatta, the Belvedere Classic and Jessica Cup race results. There are no "keeper trophies" at this event. A plaque is presented to reserving Marconi under 40-ft, Marconi over 40-ft and Gaff division winners.

WOODEN BOAT SHOW

Winners



Left top to bottom, then right: **Bob Rogers**, a key orchestrator of event.

Corinthian Cup: won by Will Campbell/Greg Braswell, *Hummingbird*.
Awarded to best owner-maintained vessel.
Donated by Corinthian Yacht Club.

People's Choice: awarded to Michael Zolezzi, *Yucca*.
Given to best in show as voted by boat show attendees.

Alma/Al Lutz Perpetual Trophy: won by Wesley Nunez, *Flotsam*.
Awarded to yacht showing most improvement in past year.
Donated by National Park Service.

Stone Cup: Peter English accepting for owner Bert Damner, *Encore*.
Awarded to best restoration. Donated by Bill and Grace Bodle,
who owned Stone Boat Yard at the time of the donation.

San Francisco Feetwarmers band.

Photos by Martha Blanchfield

MARITIME NATIONAL HISTORICAL PARK'S FIRST ANNUAL



MMBA members and sailors gather in the Maritime National Historic Park workshop during the evening's BBQ. Photo by Melissa Flick.

Rowing



Chris Monte is on the oars, Loren Cooper is the passenger. A special thank you to all of the Master Mariners who brought their boats to Aquatic Park.

The music was amazing and there were good crowds throughout the day. It started as a clear beautiful warm morning, then a cloudy misty afternoon, but cleared up for the evening fun.

Sailing



Greg Braswell is sailing a Pelican, which was made at Spaulding Marine Center.

Smiling



The Sea Music Festival was an amazing event. John Muir did a fantastic job pulling it together, hosting a pre-party, and emceeing the waterfront.

Thank you to Diane Walton and the Dolphin Club for hosting us for the BBQ after-party. Thank you to Karnell Hillscan for getting people out on the El Toros and Pelicans and thanks to the Sea Scouts for their demonstration.

SEA MUSIC FESTIVAL

By John Muir

The Master Mariners rose to the occasion in spectacular fashion to support San Francisco Maritime National Historical Park's first annual Sea Music Festival on August 17. Aquatic Park lagoon was carried into a festive atmosphere with the Friday evening arrival of a dozen of MMBA's vessels, big and small, festooned with flags and lights throughout. With the cove reserved and cleared for their arrival, everything from the larger gems of the fleet, including *Brigadoon*, *Kay of Göteborg*, *Water Witch* and *Aida*, to the smaller beauties, like *Freda*, *Kaze*, *Farida*, *Morning Star*, *Trigger* and *Hummingbird*, sailed in one-by-one and found their places to create a magnificent maritime tableau in harmony with historic ships and boats of San Francisco Maritime. It was truly exciting to see from the land – something special was clearly happening.

The hard late afternoon max flood slog across the frothing Bay was rewarded with libations and pizza in the Boat Shop on Hyde St. Pier. With shop tools, sawdust and boat paraphernalia galore – even a 1923 Monterey under restoration – it was the right ambience for the MMBA clan to gather and enjoy each other's company.

The pier was magical in the sunset, and the visiting mariners were treated with a private showing. The ships docked there, *C.A. Thayer*, *Balclutha*, *Eureka* and *Epplenton Hall*, are slated for relocation to Mare Island within the year – and the knowledge of the coming change made it feel like a romantic last hurrah – a real treat for a group so deeply dedicated to the maritime traditions of the Bay!



Photo by Melissa Flick.

CRIMSON SUNSET TO GRAY DRIZZLE SIGNATURE SF BAY

The next day brought even more opportunities for Master Mariners to revel in history. The lagoon was surrounded with five different stages of world class music and dances from maritime traditions around the world.

With an impromptu dinghy dock created at the end of Hyde St. Pier, Master Mariners could simply row ashore to enjoy the shows, which ranged from traditional sea chanteys to Phillipine songs of the sea. In between acts, the Master Mariners could enjoy the waterborne show – a Wooden Boat extravaganza!

Through the day, the lagoon was alive with San Francisco Bay boating history. The program started with a stunning parade of the wooden whitehalls of the Dolphin and South End rowing clubs, a paddleboard joust (in the tradition of the South of France), and a sailing jamboree of El Toros and San Francisco Pelicans.

The San Francisco Sea Scout base put on a demonstration of their sailing expertise onboard the *Viking* whaleboat, which was followed by a tete-a-tete of San Francisco feluccas – the first time two have been seen sailing in tandem for over a hundred years.

Finally, the lagoon was closed with a parade of historic workboats, led by the park's 1938 Madden and Lewis-built barge tender *Telco*, and filled out by local yokel Monterey fishing boats, including the *Golden Gate* (1928), the *Pico* (1935) and the *Angelina* (1935).

It was a truly San Francisco show, and a delight to behold. The evening was closed-out in style with a BBQ for waterborne participants, hosted at the Dolphin Club, where the view was sublime and the weekend's delights were celebrated. Master Mariners headed home the next morning with fond memories and an impassioned determination to make it back for next year's festival.



Balclutha with Andy Flick on the bow at sunset.
Photo by Neil Gibbs.

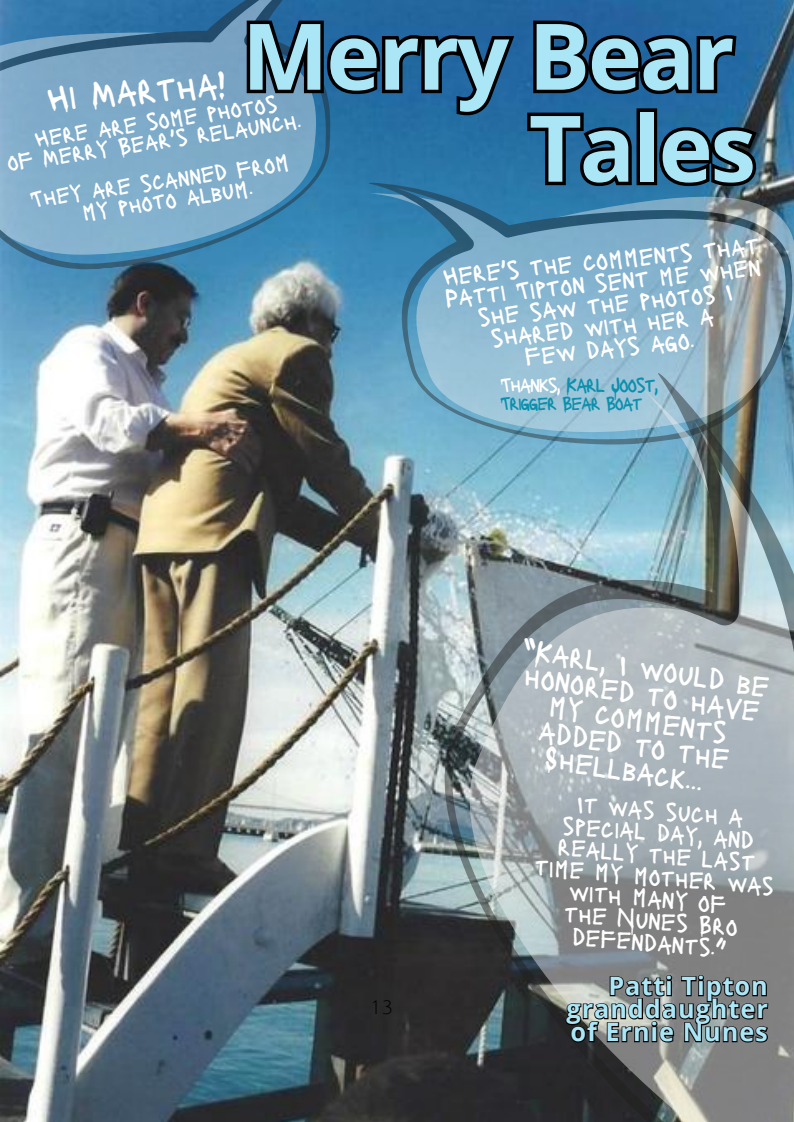
Photo by John Muir.





Dazzling moments from the
Sea Music Festival at Aquatic Park.
Photos shared by Will Campbell,
Hummingbird, Bird boat





HI MARTHA!
HERE ARE SOME PHOTOS
OF MERRY BEAR'S RELAUNCH.
THEY ARE SCANNED FROM
MY PHOTO ALBUM.

Merry Bear Tales

HERE'S THE COMMENTS THAT
PATTI TIPTON SENT ME WHEN
SHE SAW THE PHOTOS I
SHARED WITH HER A
FEW DAYS AGO.

THANKS, KARL JOOST,
TRIGGER BEAR BOAT

"KARL, I WOULD BE
HONORED TO HAVE
MY COMMENTS
ADDED TO THE
SHELLBACK...

IT WAS SUCH A
SPECIAL DAY, AND
REALLY THE LAST
TIME MY MOTHER WAS
WITH MANY OF
THE NUNES BRO
DEFENDANTS."

Patti Tipton
granddaughter
of Ernie Nunes

Bear Boat #1, Merry Bear Set to Return to the Waters of San Francisco Bay

For those of you who wince at the sight of a classic wooden yacht deteriorating in a remote corner of a boatyard lot, and at the shrinking numbers of the Bay's classic wooden racing fleets, this November 2 may offer you a pleasant antidote. After four years of patient work, the crew of the Small Boat Shop at San Francisco Maritime National Historical Park is ready to re-launch Bear Boat #1, Merry Bear. The Merry Bear was built in Sausalito in 1936 by Nunes Brothers Boatyard. She was the prototype of the Bay's now famous Bear Class sloops, of which there were over 60 built. Notoriously stable and seaworthy for their short 23 foot length, the Bear class boats stand as fine examples of West Coast, depression-era yacht design; a perfect "everyman's yacht."



John Blair working hull of Merry Bear, 1936, Hyde Street Pier

San Francisco Maritime Park, Saturday, November 2, 2002, 11:00 a.m.

Small Boat Shop, Hyde Street Pier at Hyde & Jefferson Streets, San Francisco

For those of you who wince at the sight of a classic wooden yacht deteriorating in a remote corner of a boatyard lot, and at the shrinking numbers of the Bay's classic wooden racing fleets, this November 2 may offer you a pleasant antidote. After four years of patient work, the crew of the Small Boat Shop at San Francisco Maritime National Historical Park is ready to re-launch Bear Boat #1, Merry Bear. The Merry Bear was built in Sausalito in 1936 by Nunes Brothers Boatyard. She was the prototype of the Bay's now famous Bear Class sloops, of which there were over 60 built. Notoriously stable and seaworthy for their short 23 foot length, the Bear class boats stand as fine examples of West Coast, depression-era yacht design; a perfect "everyman's yacht."

The Merry Bear was donated to the Maritime Park in the mid-80s in very rough shape, and at a time when the Small Craft Department was just getting started. Wisely, the staff of the museum waited until their facilities and their volunteer work crew were established enough to tackle a job as big as her restoration. And it has been a big job. All of her full-length, white oak frames were replaced. An entirely new set of floor timbers, keel bolts, and deck beams have also been added. The deck is tongue-and-groove Douglas fir covered in Irish felt and canvas. A new, steam-bent oak transom, as well as a new oak rudder have been constructed, and gleam under their many coats of varnish.

Perhaps the most remarkable thing about the restoration is the fact that it has been accomplished almost entirely by volunteer crews, working a day or two a week, week in and week out, for more than four years. From high school kids just learning how to work a chisel, to retired carpenters in their seventies, the Bear boat has been a challenge and a true labor of love for over forty different, very dedicated folks. The process of the Merry Bear's restoration has certainly helped to perpetuate traditional boat building skills. It is hoped that her use in the water as a regular participant in regattas and boat shows around the Bay, as well as an in-water exhibit at Hyde St. Pier, will help to keep the yachting skills, tradition, and history that built her in 1936 alive and well for some time to come.

The Staff of the San Francisco Maritime National Historical Park invites the public, and particularly yachting enthusiasts, to come celebrate the re-launching of the Merry Bear at 11 am on Saturday, November 2 at the Hyde St. Pier in San Francisco.

There will be music and libations to accompany the ceremony, and visiting yachts are invited to anchor in Aquatic Park lagoon to welcome the Merry Bear's return to the waters of the Bay.

LATEST NEWS

- ON OUR COVER
- Oakland Gains New Cranes While San Francisco Appoints New Cargo Team Leader
- Garry Mason
- From the Front Lines: Fighting Industrial Polluters
- New Twist in Ferry Accident Probe as Human Error Becomes Probable Cause
- Richmond Plans Bridge-to-Ferry Route
- Ferry Questions Answered
- Treasure Island Ferry: The Devil is in the Details
- MTC Sponsors Climate-Change Art Contest
- International Ocean Film Festival Returns to Bay Area
- Become a 2019 Partner Dockwalker
- Sasha De Sola to Sear as Aurora in SF Ballet's The Sleeping Beauty
- Around the Bay in March 2019

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"MY MOTHER AND EDNA HAVE SINCE PASSED AWAY, BUT THESE PHOTOS BRING BACK A VERY HAPPY GROUP MEMORY."





"A GROUP WITH MANY OF THE NUNES FAMILY WAS IN ATTENDANCE THAT DAY.

MY MOTHER, DAUGHTER OF ERNIE NUNES, IS IN THE GROUP PHOTO AND I AM STANDING NEXT TO HER.

EDNA NUNES ROCHA, DAUGHTER OF ANTONIO NUNES, CHRISTENED MERRY BEAR."



Bear #9 Panda took Patti's mother out for a brief sail.



"I RECALL ONE BEAR BOAT SKIPPER TOOK MY MOTHER OUT FOR A VERY SHORT SAIL PRIOR TO THE RE-CHRISTENING.

I SURE WISH I KNEW WHO THAT SKIPPER WAS, AS IT SURE MADE HER VERY HAPPY AND SHE WAS SMILING FROM EAR TO EAR."



May, 2024
Kalibia, Tunisia

Sailing with Skipper Patricia Howson on her Pacific Seacraft 33', we arrived at this small, crowded harbor where it was thrilling to see the quantity of active wooden fishing vessels. Unlike in Greece, where they were reducing the wooden boat fleet, here there was no such obligation.



**The proper use of refrigeration
in the wooden boat world.
Who knew?**

Kalibia, Tunisia

Liz and Patricia take a trip, this time to a coastal town on the Cap Bon Peninsula, Nabeul Governorate in the far north-eastern part of Tunisia, where the sand beaches are considered some of the finest in the Mediterranean.

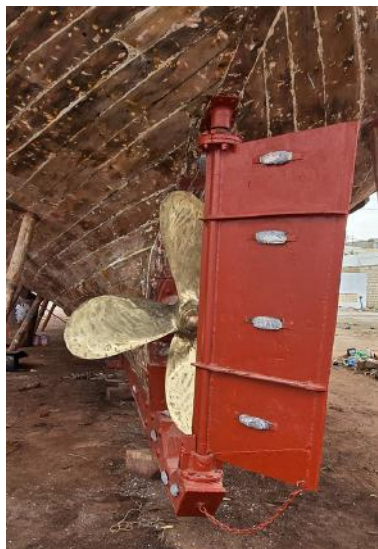
Photos by Liz Diaz.



The Roman Fort of Kelibia can be seen for miles out to sea which brings you right to the fishing harbor.



Unique oars.



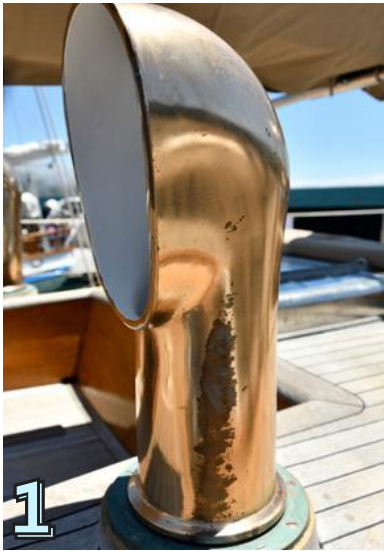
Patricia Howson and Liz Diaz.

BOATBITS

CAN YOU NAME THE BOAT?

At the Wooden Boat Show, we photographed bits from MMBA boats. How many of these bits can you pair to the proper boat?





1



2



3



4





8



9



10



11



We are pleased to welcome one new member vessel and three returning vessels.

new

- **LEGACY**, 1955 Aage Nielson yawl with LOD: 49' 7"
Built by Paul Luke & Sons, Boothbay, ME
Owned by Lee Thurston

returning

- **FERAL**, Wendell Calkins sloop with LOD 40'
Built by American Marine in San Diego, 1963
Owned by Dan Bohn
- **HURRICA V**, 1924 ketch with LOD 60'
Designer: Charles Nicholson
Built by Ford, Sydney, Australia
Owned by Mark Sanders
- **TRIGGER**, 1941 Bear Boat #20 with LOD 23'
Designer: Ernest Nunes
Built at Nunes Brothers Shipyard, Sausalito
Owned by Karl Joost





new MMBA board member

Hans Hansen

Secretary, MMBA
President of the
San Francisco Bay
Bear Boat Association

My journey with the sea began in the 1970s and 1980s, when I grew up sailing the dynamic waters of San Francisco Bay. Living aboard a 50-foot Alden-designed ketch, originally named *Sabine* and later known as *Suzy-Q*, I spent my formative years immersed in the rich maritime culture of the Bay. The swift currents and spirited winds of this iconic waterway have always felt like home, nurturing a lifelong passion for sailing.

This deep-rooted love for the sea led me to become an active participant in the Master Mariners Benevolent Association (MMBA) alongside my family. Over the years, the association's commitment to preserving traditional sailing craft has resonated with me, and it's an honor to now serve as Secretary, where I aim to contribute to the coordination of activities and enhance the organization's documentation.

In addition to my role with the MMBA, I am the proud caretaker of *Velerosa*, Bear boat number 69—the last of its kind built in 1978 by our family friend, Bud Wetherall, in Berkeley. Together with my husband, Mark Harris, we are dedicated to maintaining *Velerosa's* legacy and ensuring that the Bear class remains a celebrated part of San Francisco Bay's sailing heritage. As the President of the San Francisco Bay Bear Boat Association, I work tirelessly to foster a community that appreciates and upholds the traditions of these native Bay sloops.

Alden ketch *Suzy-Q* (now restored to *Sabine II*) sailing in a Master Mariners Regatta in the 1980s. Photo by Diane Beeston.



Beyond the world of sailing, my professional life is equally diverse. I am an artist, photographer and software developer, which allows me to blend creativity with technology in meaningful ways.

Work in software development, particularly my recent projects in Swift for Apple platforms, reflects a commitment to innovation and problem-solving, whether I'm building apps or capturing the beauty of the world through my lens.

When I'm not on the water or working on a new project, I enjoy relaxation activities such as nature walks, sailing, building Lego and playing video games. These hobbies offer me a balance between technical demands of my profession and the serene, reflective moments that come with sailing and creating art.

My goal as Secretary of the Master Mariners Benevolent Association is to use my administrative skills to coordinate activities effectively for our members and create better documentation for this organization. I believe that by honoring the past and embracing the present, we can chart a course for the future that keeps the spirit of San Francisco Bay's maritime history alive for generations to come.



Delegate Needed to Represent MMBA at Pacific Inter-Club Yacht Association (PICYA)

The PICYA is a member-based organization of regional yacht clubs. Its members create and produce events, communication tools, award programs, training and more.

The purpose of this corporation is to constitute an association of yacht clubs and boating organizations, to promote inter-club communications, yachting activities and the social interaction relating thereto, and to organize and conduct programs which enhance the general welfare of the member organizations.

The Pacific Inter-Club Yacht Association was formed in San Francisco on May 12, 1896, to improve communication between yacht clubs, provide uniform racing rules and to encourage yachting.

Among its tasks, PICYA organizes Opening Day on the Bay, delegate conferences and dinners, produces an annual member yearbook, plus creates and distributes a bimonthly newsletter which reports on association committees, open club activities and more.

The MMBA is a member of PICYA, which entitles the Association to select at least one (1) from the membership to serve as a delegate.

For a few years now, MMBA has not had a delegate. We'd like to change that. Interested in serving? Please review the links below, then email Hans List.



- **Choosing a delegate**
- **Delegate responsibilities**
- **Events to attend**

List of PICYA Member Clubs



Events

Jessica Cup Regatta & Small Boat Cruise-out

Saturday, Oct 19
St. Francis Yacht Club
Info: St. Francis Yacht Club

China Camp Clean Up

Autumn
China Camp

South Beach Cruise-out to Giants Game

TBD
McCovey Cove

Q4 Shellback Newsletter Deadline for Submissions

December 5

*On the Fourth
of July of 1867,*

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

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

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

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

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

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

Historical Small Craft Preservation Fund

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

Annual Wooden Boat Show

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

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

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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 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 (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 Healey managed to secure sufficient capital, services and provisions to make Sail San Francisco a success. The event drew tens of thousands to the waterfront.

KNOW YOUR BOARDS OF DIRECTORS

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

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

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

Each director is a past MMBA commodore.

MMB FOUNDATION BOARD OF DIRECTORS

Craig Swayne, Chairman

Mike Douglas, Treasurer

Terry Klaus

Bob Rogers

Ken Inouye

Peter English

Bill Belmont

Steve Hutchinson

Paul Dines

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

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

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

Elected directors serve a three-year term.

MMBA BOARD OF DIRECTORS

Hans List, Commodore

Gena Egelston, Vice Commodore

Liz Diaz, Rear Commodore

Hans Hansen, Secretary

KC Crowell, Treasurer

Neil Gibbs, Membership

Diane Walton, Trophies

Melissa Flick, Events

Mark Harris, IT/Data Management

John Muir, Regatta Support

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.