

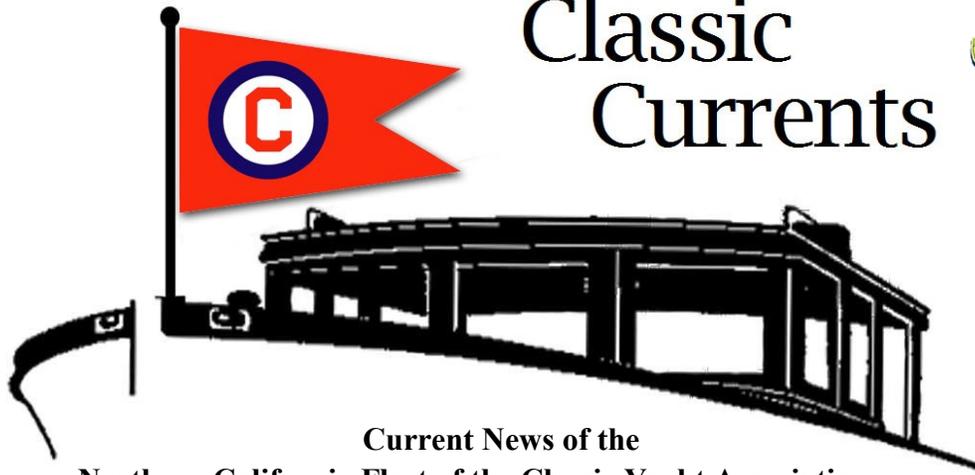
Classic Currents



ISSUE 1—2022

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Current News of the Northern California Fleet of the Classic Yacht Association

Commodore's Report—by David Cobb

The Northern California Fleet is emerging from the Covid-19 interruption with a roar and a full schedule of social and boating activities for the 2022 season. These include cruises past the moth-balled fleet and deep into the Sacramento River sloughs across Grizzly Bay to Suisun City (early April); round and about other sinuous and deep channels to Oxbow Marina and Walnut Grove in July, pausing for a moment of respectful silence to remember Guisti's restaurant, near Walnut Grove at the confluence of the North Fork of the Mokelumne River and Snodgrass Slough, that burned to the ground last year (July); and still in the Delta to the private island club of Grindstone Joe's (September). If that's not enough fun in the fresh water (that happens to kill salt-water fouling organisms as an added cruising benefit) we have a wine tasting event in August up the San Joaquin River at Village West Marina near Stockton.

Down at the San Francisco Bay end of our territory there's the Opening Day festivities and parade (end of April), a trip up the river and under the bridges

to Petaluma to join in their annual "Cruisin' the Boulevard" festival commemorating the filming there of *American Graffiti* some years ago (May), a cruise to the San Francisco YC in pretty Belvedere (June), and a public classic yacht show at the grand old Corinthian YC in Tiburon (October). That event for the first time ever may include some classic wooden sailing yachts of the formerly illusive, and certainly exclusive, Master Mariners Benevolent Association of San Francisco. By the way, Gerry Kamilos is working with the Corinthian Yacht Club to make this varnish challenge (powerboats and sailboats) an



Seabreeze at the Corinthian YC

annual thing. We'll finish up with our Change of Watch in December at the Encinal Yacht Club across the Bay in Alameda, then settle down and refinance the house to cover the year's fuel bill. Happy Wakes!



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Petaluma Cruise by George Homenko

We are planning a cruise to beautiful Petaluma. This cruise coincides with the city's celebration of the movie *American Graffiti*, as much of that movie was filmed in Petaluma. It's a good time with lots to do and see. Below is the detailed information of this fun event. Hope you can make it. Please email me George Homenko at ghomenko@gmail.com with any questions you might have regarding the cruise.

- **Friday May 20th** ... Arrival at the Petaluma City Docks in the Turning Basin. That evening wine and cocktails will be served on the *Catherine E*. Followed by a **Pot Luck Dinner**. The crew from each boat is requested to provide a small side dish or a desert. The fleet will be providing the main course.
- **Saturday May 21st** ... A classic Car Show will be staged on the Streets of Petaluma, beginning at 10am. The parade of cars will start at 4pm. A Fleet Dinner is planned with cocktails at 6:30 pm at a local Petaluma restaurant, place to be announced.
- **Sunday May 22nd** ... Breakfast in town followed the departure and the cruise home on an outgoing tide.

What to do and see: Spin that radio dial to 88.1FM and listen as XERB again flies your favorite oldies all around the world right from downtown Petaluma. Visit our local downtown merchants as many have special events including art shows, demonstrations, special window displays, and of course, sales. Check out the many classic cars, vendors, and special happenings. Get all your 50's & 60's nostalgia merchandise at the CTB booth on the corner of Western Ave. and Petaluma Blvd. Back by popular demand is Petaluma's own Pacer Car Club record

holding 1929 Ford racecar. Stroll on over to Mel's Burger City and grab a burger or dog for you and your sweetie. Don't forget to check out all the over 400 plus classic cars and trucks. Talk to the owners and see if you can find the owner who drove the farthest. Dance and sing to the live bands on our main stage. Get all your Salute 2016 collectibles at Cruiser Central. And don't forget that the *American Graffiti* parade starts at 4pm right by the docks! For more detailed information on Cruisin' the Boulevard go too: <https://www.americangraffiti.net/show>.

The Petaluma River and the Turning basin have recently been dredged. Caution should still be used in deeper draft boats while navigating the river. For some reason the car guys never seem to look at the tides when scheduling this event. And because of that we have a minus tide at 1pm at the turning basin on Friday. Here is a link to the Petaluma Tides:

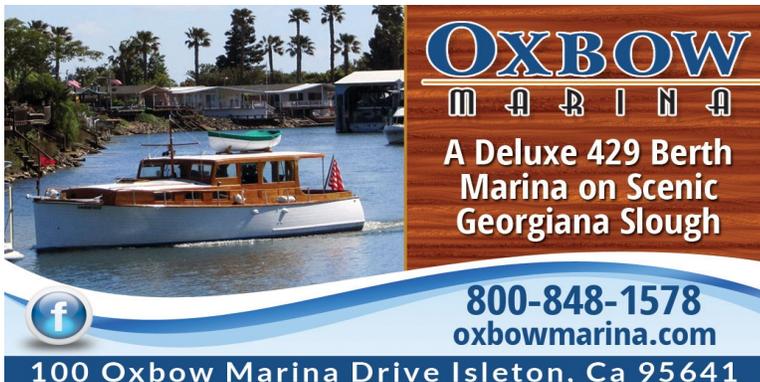


<https://www.tides.net/california/2848/?year=2022&month=05> Please plan accordingly. For anyone who has not been to Petaluma before you need to reserve a bridge opening 4 hours in advance for the D street bridge. Please call (707) 778-4303 or go to <https://cityofpetaluma.org/question/how-do-i-schedule-a-d-street-bridge-opening-for-additional-information>. A new train bridge has also been installed near Highway 101. It will open on demand and can be hailed by radio on channel 9 or phoned at (707) 890-8650. All boats who wish to attend this event please email George so that a space at the dock can be reserved for your boat. Looking forward to seeing everyone in Petaluma!

Vice Commodore's Report — by Rob Sesar

Only because I wrote in my farewell Commodore's report last November, "I will miss being called Commodore as it has been a great honor", I am back again as Vice Commodore. Should have written, "Don't let the door hit you on the butt on the way out".

Things as Vice Commodore have started smoothly. Commodore Dave Cobb is taking care of cruises and the Change of Watch. On our first cruise of the season I used my passage for six on *Sea Breeze* for the "Circumnavigation of Treasure Island" PICYA event. This day on the water was about as perfect as one could ask for. I managed to invite a perfect group of friends on board making it an unforgettable outing. On board was our Commodore, Staff Commodore and myself as Vice Commodore. So much brass on one boat, I was surprised she stayed afloat.



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efit.

If those of us in the parade can meet before the parade, we will have a dress rehearsal of the battle-turn on the Eastern side of Angel Island.

The parade route starts at noon on April 24 just north of Anita Rock off the shore of Crissy Field in the Presidio, follows along the city front to first Fort Mason building east of the Marina Green. Please make sure to pass as close as possible to the St. Francis Yacht Club to be captured on their Live Stream. Some boats will be decorated to this year's theme "San Francisco Bay-Leading the Way." This theme is open to many interpretations.

After the parade we will head to Emery Cove where we can tie up for our traditional (and great) potluck late lunch.

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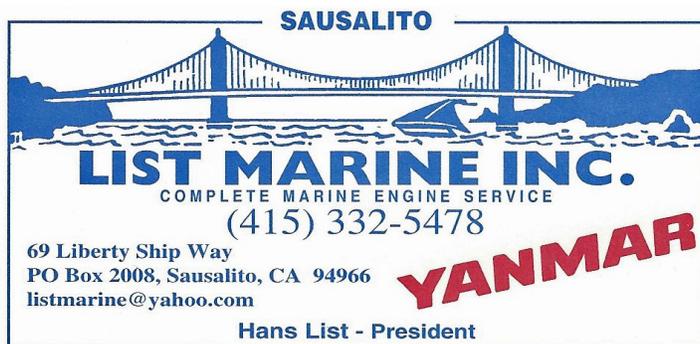
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I am in charge of our next event, which is the traditional "Opening Day on the Bay". Please email me (sesar@sbcglobal.net) or call me at (707-365-1900) and let me know you will be there. We are planning to do a battle turn at the judges boat this year. Need everyone to participate so we can win first prize. So far only *Skal*, *Sea Breeze* and *Rusty* (He has not said which or both boats) have committed.

Parade participation is free of charge. Those participating yachts will receive registration numbers which will be displayed for the PICYA judges ben-



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Hans List - President

The Delta is coming back to life after living through two years of the pandemic. Sue and I attended the PICYA change of watch at the Corinthian Yacht Club on March 12. It had originally been scheduled for January but due to a resurgence of the COVID virus it was postponed. I would say folks were ready to party when it did take place. The dining room was packed and the food was excellent. We caught up with people that we had not seen since the quarantines started two years ago. Joan Marsh from the Carver Club and the Pittsburg Yacht Club was sworn in as Commodore for 2022. She is a charming lady and a good leader. Overall there was a feeling of optimism heading forward in the new year. There are plenty of upcoming events to keep everyone busy for the season.

Of course there is Opening Day on the Bay on April 24 with *Aurora V* as the “God Squad” vessel stationed off of the Corinthian Yacht Club. The Stockton Yacht Club Opening Day on the Delta is on April 9th. If you are in the area this is always a great parade with a party afterward. The San Joaquin Yacht Club Opening Day parade is on April 23. We participated in this parade for many years and had a lot of fun with Mimi Miller when she was the caretaker for Art Mirassou’s compound on Sandmound Slough.

I have spent a lot of time lately with legendary Delta bartender Phil “Fill-em-up-Phil” Champion. He has a million stories of life in the Delta from the 1940s

on and has been sharing his vast collection of photos for the last several months. His grandfather owned *Luana* the 43 foot 1927 Olympic cruiser later owned by Jack and Linda Myers who were long-time CYA members. *Luana* would cruise up to the anchorage on Steamboat Slough for the summer and Phil pretty much grew up aboard her. *Luana*

was a beautiful boat and I think she is still floating in the Stockton area. Maybe ten years ago the current owner ran aground on some rocks by Three Mile Slough and caused considerable damage to the

hull, he repaired her and she cruised for a few more years.

Don’t miss the Taste of the Delta scheduled for Village West Marina & Resort on August 6th. We are sharing the docks with the Sausalito Yacht Club and the Ebony Boat Club but there is still considerable room for CYA boats. Please call Vickie Baumann at (209) 951-1551 to reserve your spot for the weekend if you are planning to come. I am working on a Saturday night dinner at the yacht club details to follow. I have a secret URL where CYA members can order discount tickets to the event I will send it via email. It looks like we have about fifteen wineries, fifteen restaurants, and selected arts and crafts people along with live music that will participate. This will be the 19th time the Delta Chambers has sponsored this great event and we think it will be the best ever.

It looks like a great year ahead, we will see you on the water! Bill Wells



DELTA BOAT WORKS

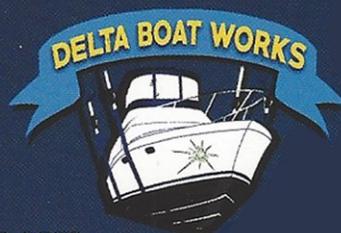
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Please check the cruise out schedule and set aside all the dates. Everything is open again and the summer will go fast.

Sea Breeze participated in the 360 circumnavigations of Treasure Island on February 19th, together with boats from other PICYA member clubs. On the west side of the Island this cruise was supported by a dramatic flyover by a squadron of vintage Beech aircraft with contrails saluting both the boats and the soon to be opened Treasure Island Ferry Terminal. David and Bunny Cobb hosted 6 of us on a perfect day with spring time weather conditions and gentle swells, topped off by lovely luncheon at SFYC. PICYA has quite a few photos of *Sea Breeze* posted as she made the circumnavigation of Treasure Island.



David Cobb skippering *Seabreeze*

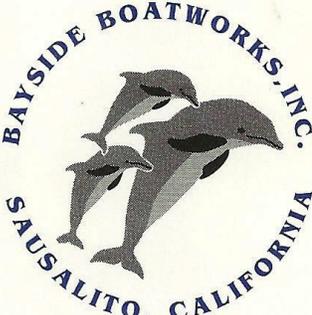
Lobbying efforts continue by RBOC to divert funds to waterways and boating facilities. This is money well spent, as evidenced by last year's defeat of the 250% registration fee increase. Donations by member clubs are strongly encouraged by PICYA. RBOC and Boat US are cohosting a 2022 California Boating Congress on April 19th in Sacramento.

Opening Day is scheduled for April 24th, and the theme is "Leading the Way". Well, this is a no-brainer for CYA members, as we have a long history of doing so. We want to outshine the St. Francis Yacht Club this year and take the

Commodore Joan Marsh is leading PICYA this year. She

Trophy, so we need to actively recruit CYA boats to join this parade.

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follows the admirable job done by 2021 Commodore Patti Mangan. The common theme for PICYA and most yacht clubs is "open for business". All Events are scheduled to go forward as in pre-pandemic days, subject to any future Covid restrictions. The March 7th meeting and dinner was an in-person event at the Pittsburg Yacht Club.



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It's that time of the year when most of us are planning maintenance for our boats to get them ready for the Spring cruising events. Get out the varnish brush for the touchups and check the running gear, maybe change the oil in the engines and polish some brass. Opening Bay is just around the corner.

A reminder to maintain your classic yacht. It doesn't look like the owner of this yacht will have her ready for Opening Day. Probably should have started a little earlier on the varnish. Photo courtesy of Mel Owen. Pat Pending is seen in the background looking beautiful (as usual). This yacht is the *Allegro*, formerly *Ambassador*, once a member of the NCCYA fleet. A 50-foot 1928 Stephens that has seen, sadly, better days.



One item on the checklist for annual servicing is the fire extinguishers. [New Coast Guard regulations](#) for disposable fire extinguishers mandates a 12-year expiration date from the date of manufacture. You can find the manufacture date stamped into the bottom of the bottle or near the UL label. This may be two or four digits – if it is two, as in 08, that means 2008. Additionally, while the new regulation does not change the type (U.S. Coast Guard-rated) or quantity or requirement for USCG approved fire extinguishers aboard, it does specify the minimum Underwriter Laboratory (UL) classification of extinguishers to be carried aboard certain vessels – depending on the boat's model year. This is the result of phasing out older "B-I" and "B-II" labels for newer "5-B" "10-B" and "20-B" extinguisher classifications. The number in this new rating refers to the size in square feet of the potential

fire the device is suitable to extinguish and not the exact weight of the dry chemical inside the bottle.

Vessels that are less than 26 feet and model year 2017 or older may continue to carry older, dated or undated "B-I" or "B-II" disposable extinguishers. However, when they are no longer serviceable or

have reached 12 years of age since manufacture, they must be replaced with newer class "5-B" or greater extinguishers. For boats 26 feet or greater, however, having one "10-B" aboard does not equal two 5-Bs. Only a "20-B" classification meets the requirement to carry two "5-B" extinguishers. For a look at how many and what type of fire extinguishers are needed aboard all recrea-

tional boats up to 65 feet, go to BoatUS.org/Fire-Extinguishers. BoatUS recommends going beyond the regulation's minimum requirements. [The results from a Foundation-sponsored boat burn showed](#) that one extinguisher may give very little time to make an emergency call or potentially prepare to abandon your vessel. Many boat owners prefer triple rated A:B:C extinguishers, adding a third protection for combustible fires. To be serviceable, a portable extinguisher must have a pressure gauge indicating an operable range, lock pin firmly installed, clean discharge nozzle, and no significant corrosion or damage.

There are no changes to rechargeable or fixed-mount extinguisher regulations. They continue to require regular maintenance and servicing, typically done annually by a technician.

Given the current situation in the Ukraine world gas prices have exploded with cost per gallon exceeding \$5.00. I thought it would be a good thing in antici-

pation of our 2022 cruising schedule to take a look at what the local marine fuel stations are charging us for fill ups. Keep in mind, of course, these quotes, aren't stable and, it goes without saying, just anticipate a rise in prices as we get closer to the summer season. These prices were verified on March 18th. Chart below.

This just in. Per and Erika Hammarlund have decided to take *Allure* to Europe. According to PER *Allure* is now at the Napa Valley Marina awaiting loading on a cargo ship bound for Long Beach and, ultimately, to Sweden, where Per and Erika will be

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able to enjoy cruising in the Baltic Sea and beyond. When underway Per promises to send us a progress report of the journey.

Bay Area:

Gas House Cove, San Francisco. 415-567-8880	\$7.49	
Clipper Yacht Harbor, Sausalito. 415-332-3500	\$6.99	
Oakland Marinas (Jack London Square). 510-834-1071	\$7.99	\$7.13/diesel
Vallejo Marina. 707-648-4370	\$5.95	
Redwood City Marina. 650-701-0545	\$6.25	\$6.25/diesel
Petaluma Municipal Marina (Unbelievable, but verified)	\$4.09 (89 Oct.)	\$4.12/ diesel

Suisun Bay:

Benicia Marina. 707-745-2628	\$5.90	
Pittsburgh Marina. 925-439-4958	\$6.65	\$6.51/ diesel
Antioch Marina. 925-779-6957 (From their website)	\$5.75	\$4.90/ diesel

Mid-Delta:

Pirates Lair. 916-777-6464	\$5.96 /\$6.04	
Kim Korth tells me that the Café will reopen on April 1 st . Weekends only Breakfast and lunch 8AM to 3PM		
Willow Berm Marina. 916-777-6313	\$5.96	\$5.98/ diesel
Oxbow Marina. 916-777-6060.	\$5.39/ \$5.79	\$5.19/ diesel
Tower Park. 209-369-1041	\$6.00/ \$6.25/ \$6.50	\$6.70/ diesel

Sacramento River:

Rio Vista Delta Marina. 707-374-2315	\$6.17	5.62/ diesel
Walnut Grove Marina. 916-776-1181	\$5.50	
Sacramento Municipal Marina. 916-808-5712	\$5.09 from the website	

San Joaquin River- Stockton area:

King Island Marina. 209-477-5364	\$6.99/ \$7.39	
River Point Landing Marina. 209-951-4144; Toll free 888-550-4144	\$6.45/ diesel	
Village west Marina. 209-951-1551	\$6.75	\$6.25/ diesel

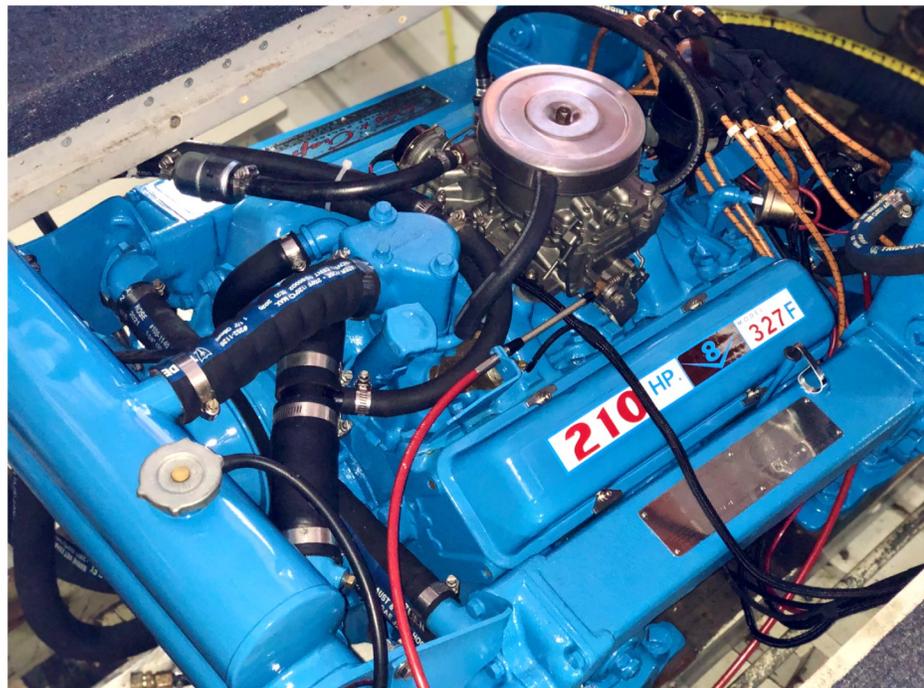
Engine Paint Project—Simpler Times *by Nick Romero*

When it comes to putting together a list of things to do in terms of restoration work on our old classics, it's certainly not uncommon to leave the job of repainting the engine(s) at the bottom of the list. Just figuring out how to go about it is a mental challenge. The satisfaction of accomplishing this work of beautification makes it worthwhile, but it is not for the faint of heart. Below, new member Nick Moreno dives headfirst into this project. This is his story of what it took for him to go from wishful thinking to reality. (editor)

Restoring your engine to the showroom state of a new boat can be hard to achieve. Especially when you use and cruise your classic woody regularly. As it is with most projects on wooden boats, it's usually a series of small jobs that together look huge or a huge project that looks impossible that make the task mentally or fiscally draining.

When you add time management and "life" into the equation, many boaters feel that it is easier to just cruise a little dirty. But as with anything, starting and being consistent with boat projects is the name of the game.

This project took on a 3-month life of its own beginning with an oil change in December 2021. I switched to a straight weight 30, and after I had changed the oil for the first time on my own, I wanted to make sure that I got the results I want-



ed. Those results being a happy engine with nice strong oil pressure. Three days after I changed the oil and started the old girl, she was running rough and coughing oil and gasoline out the exhaust. I couldn't figure out the cause nor how to remedy this issue. So, I made a call to Dave Van Ness at Van Ness Engineering located on the East Coast. He gave me some investigative ideas (smelling the oil dipstick for gasoline and inspecting inside the carburetor for excessive gasoline). I discovered that my carburetor was pouring fuel into the manifold, and the fuel was making it past the cylinders and settling in my



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continued on page 9

Engine Paint Project —(continued from page 8)

oil pan. This situation could have had disastrous results if the fuel ignited within the engine.

At this point Van Ness Engineering and I decided to switch out the carburetor and spark plugs, and it was at this point the repainting project started to come alive. After removal of the carburetor, I thought to myself, "Now's a good time to paint the engine." I started the degreasing process with a Purple Power Biodegradable Degreaser and couple of nylon, stainless steel and brass bristle brushes and a pesticide sprayer with water. This process took a couple days.

As the process proceeded, and the "cleaning portion" was complete, I took the recommendation of Van Ness Engineering and purchased a quart of custom "Post-War Chris Craft Blue" and Rust-Oleum Red Oxide primer. Over the course of the following weeks, the priming process was undertaken, forcing the removal of more engine parts. The starter, heat exchanger, oil cooler, coil, circuit shunt, terminal block, valve covers, water pump, pulleys and all hoses eventually were all removed for access. Though seeing parts come off the engine added a deeper concern of "not knowing" if this was a good idea, it also allowed for excellent learning opportunities. Plus, each removed part was cleaned, sand blasted, primed and painted either by brush or spray can. San Leandro Color in San

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Leandro was able to assist here by filling spray cans with the paint.

Once all the parts were painted and ready for installation, the slow process of putting everything back together began. Cutting hoses to size, cleaning up wire runs, placing clamps, replacing gaskets, hose barbs, cleaning all bolts of rust via a wire wheel, this 50+ year old engine eventually came together with only 2 or 3 bolts left over.

Finally, after replenishing all the fluids and replacing the spark plug wires, the old girl was ready to run. With the help of my mechanic friend and fellow classic yacht owner Dino Barsotti, we cranked her over. It was at that moment that Dino asked, "is the fuel on?" "Oh yea, no, let me turn it on" was my response. We gave her another crank and she fired right up. We made some small adjustments in the timing and *Simpler Times* is now sitting with a freshly painted engine. Though it is not brand new, she smells new and has a lot of cleaned and updated components that will hopefully keep her going until we cross the path of re-powering.

Useful information for your Rolodex:
Antique Engine parts and Paint
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(201) 445-8685. David Van Ness.

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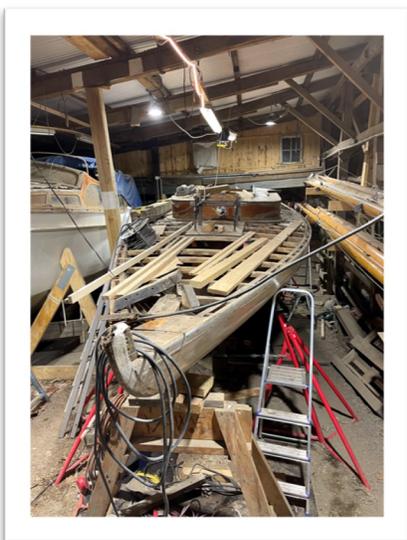
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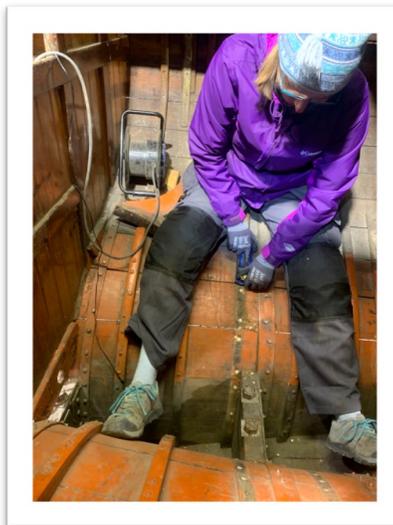
We moved back to Stockholm, Sweden, to be closer to family. Sweden has a long coast line and many lakes. The capital Stockholm is right on the water between lake Mälaren and the Baltic Sea, with a very nice archipelago. So naturally, boats are everywhere and there are lots of wooden boats and a lot of people that love them and care for them. Allure at 90 years old is not even an outstandingly old boat, people maintain and sail their boats that are 100 years old or older.

While restoring Allure, we have always tried to do as much as we can ourselves. We decided to take a class in wooden boat restoration that is run by a non-profit organization. The classes are held in an old shipyard that once built some of the beautiful boats from a 100 years ago. Now it houses boats and people that love to care for their boats.



The class has us working on a 122 year old sailing boat, Inga, built during the winter 1899/1900. She has been up on the hard since 1984, looks a bit rough, but she will sail again. Working on an actual boat is excellent since your work has to fit in with decisions and work made by shipwrights before us.

The class is very hands on, taught by excellent and very experienced teachers Bobby Cyrus and Tor Hedvall. So far we have focussed on replacing frames and the bow stem. Some of the old frames have been removed, only a few at a time to keep the shape of the hull. Then the holes are plugged with bungs, a big bung from the outside, and a smaller from the inside. Finally the new oak frames are steamed in and secured with copper rivets. Below Erika is preparing for the new steamed frames to go in from the keel up to a scarf joint where Erika is sitting.



For the bow stem a long section has been removed, scarfs prepared in both ends and we are right now starting on a template to cut a new bow stem. For



this boat it is best, we have learned, to do the new stem in two pieces that are glued and screwed together, one piece from the inside that is sitting on the

planking, and another piece that comes from the outside in between the planking, forming the cutwater. Together the two pieces create the rabbet for the planking.

Most of the work in the class is done with hand tools. It is a fantastic experience and we are looking forward to using our new skills as we work on Allure.

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Upcoming Events

Suisun City, April 8-10, 2022
David Cobb, Chairperson

Opening Day on the Bay, April 24, 2022
Rob Sesar, Chairperson

American Graffiti, Petaluma,
May 20-22, 2022
George Homenko, Chairperson

San Francisco YC, Date tbd
Peter Johnson, Chairperson

Oxbow Loop, July 22-24, 2022
Alan Almquist, Chairperson

Delta Chamber Wine Event, August 6, 2022
Bill Wells, Chairperson

Grindstone Joe's, September 9-11, 2022
Scott Andrews, Chairperson

Corinthian YC Cruise, October 2022
Gerry Kamilos, Chairperson

Change of Watch, November 19, 2022
Encinal YC
Peter Johnson, Chairperson



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CORINTHIAN YACHT CLUB
OF SAN FRANCISCO

Vessels of all types are invited to cruise by Corinthian Yacht Club for a blessing. For the 59th year, a multifaith team will be extending a blessing to all boats (yes, even kayakers) that pass by. The "God Squad" – a minister, a priest, and a rabbi – will perform their work from the Aurora V, a 1969 John Trumpy & Sons coastal cruiser, anchored near the Corinthian's clubhouse in Tiburon. Pass from east to west at around 4 knots to participate, between **10:30 a.m. and 12:30 p.m. on April 24, 2022.**

The blessing has been a longstanding tradition which celebrates the close relationship between mariners and Faith and offers a prayer for a safe and healthy Boating Season.

As we prepare for the 2022 boating season; refitting, checking all systems, re-instilling piloting skills, provisioning, and other items onboard our vessels, we may need to prepare in faith as well. This season will be special as we all transition from the restrictions of the Pandemic to a boating season of returning towards normality. Wouldn't it be wonderful if every vessel, their crew, and passengers on board, were able to participate in this tradition of faith and the sea.



The Clergy on the foredeck of Aurora V.



USCG Cutter Sockeye & Crew receiving a well-deserved Blessing from the God Squad.



Sailing Vessel Freda, crew, and passengers being blessed.



2380 Bay St.
San Francisco, CA 94123

2022 Northern California Fleet Bridge Officers

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Peter Johnson, Rear Commodore

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