

Classic Currents

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



ISSUE 2—2022

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Commodore's Report—by David Cobb

Try as Bunny and I do to limit our intake of world, national, and local news to “the essentials”, our daily exposure to political, environmental, and social issues arriving from all directions can be overwhelming. Add to that the daily demands of family, relatives, business associates, good Samaritans calling that your automobile warranty is about to expire, or that a mysterious \$490 debit to the Discover card you don't own needs to be verified immediately, and the days can become really stressed. But we all have in our possession a Magic Escape Module (MEM) that allows us to slip away to the peaceful land of the long weekend cruise-in where these troubling issues fade into the background for a while. Our MEM happens to be the 1939 Stephens “Sea Breeze”; but you all have your own waiting patiently at the dock.

Yes, you can still receive all that disruption aboard, but try not to for a few days. Just how relaxing this media silence was brought home - or rather, aboard



Commodore Cobb welcoming attendees at the home of Rusty Areias

- this past weekend while on a beautiful Northern California Fleet four-day meander up in the Sacramento River Delta. Checking the internet Friday afternoon (yes, for emails, texts, and news - just a bit), we were informed by Infinity that our service had been suspended because of - ahem - a payment problem. “Please go to the website or call to resolve this issue.” How do we connect or call you when you've cut off our service and we're out here in the boonies? Am I going

to ask a cruise-mate to use his phone so I can spend two hours on it resolving a non-payment problem? Not likely. And wait a minute, we're set up for automatic monthly payment. Oh, oh.

Continued on page 2



THE CLASSIC YACHT ASSOCIATION IS DEDICATED TO THE PROMOTION, PRESERVATION, RESTORATION AND MAINTENANCE OF FINE OLD PLEASURE CRAFT

Commodore's Report *continued from page 1*

That card was hacked and replaced a couple of weeks ago. Did we tell Infinity? Nope. Well, this will just have to wait until Monday.

Guess what? We just had the first messageless, emailless, newsless, facebookless, wordless weekend in recent memory! It was wonderful. More time spent talking together and with fellow cruisers, more reading, more napping, more dominoes. Sev-

eral repairs on The List finally gotten to. So, there's never been a better time to use that beautiful classic yacht for some restorative time-travel to that land far away where everyone is a friend, the wine and food is excellent, the grandchildren are all exceptionally bright, beautiful, and strong-willed, and at least for the weekend, "no news is good news".

Vice Commodore's Report—by Rob Sesar

What a great start to 2022 Northern California CYA. Opening Day on the Bay, Petaluma Cruise Out and more to come. Check the schedule and sign up. If your boat doesn't work so well, that's ok we have you covered as we found traveling together is a lot more fun and mutual aid is a welcome benefit. Skal missed out on Opening Day, but her crew made up for it on *Aurora V*. With the gunnels freshly stripped of the ugly grey paint she showed up in Petaluma unfinished and missing her brass deck fittings. Petaluma Yacht Club now has a new policy making the showers and toilets more accessible to clubs cruising in.

June ended up a sad day for the crew of Skal. We lost long time First Mate McKenzie. The Irish Terrier has been with us every trip Skal has made under our stewardship. For twelve and a half years she has shared our adventures. With the deck and transom work nearly complete; we are headed to her favorite delta location, Grindstone Joe's, for the Fourth of July. When a dog you love becomes a memory, the memory becomes a treasure.

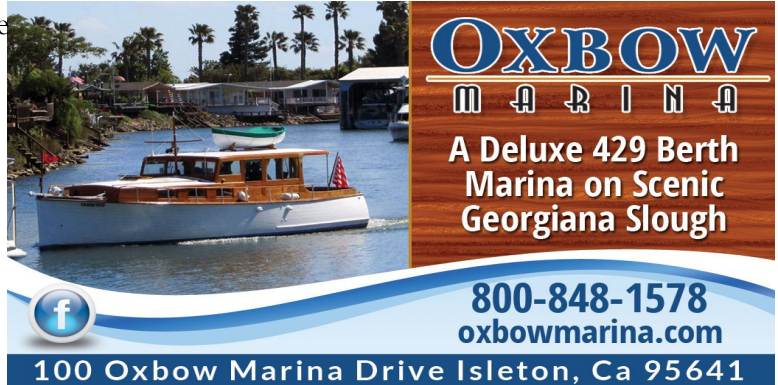


*Susan Takami, Roberta Montero and McKenzie
enjoying the ride*

First Mate McKenzie



For those of you that have recently joined CYA, the PICYA (Pacific Inter-Club Yachting Association) helps promote and coordinate recreational boating activities amongst approximately 110 Bay Area and Delta Yacht Clubs. It supports member clubs in their efforts to improve active sailing and boating, fun being at the core. PICYA also has an effective political role in voicing its concerns to the Sacramento state legislature through its legislative arm, Recreation Boaters of California (RBOC). It monitors legislation and advocates issues on a regional, state and national level. These issues include boater fees and taxes, outdoor recreation and preservation of water, beach erosion and replenishment, abandoned and derelict commercial vessels, human and medical waste in waterways, dredging, launch ramps, marine services, waterfront develop-



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The premier PICYA racing event is the Lipton Cup, first raced in 1913. It is a 10-club invitational raced in the St Francis YC's J/22s. The 2022 event was held the weekend of Summer Sailstice, June 17-19. Overall winner for 2022 was the St. Francis YC, with Richmond Yacht Club also sharing in top honors.

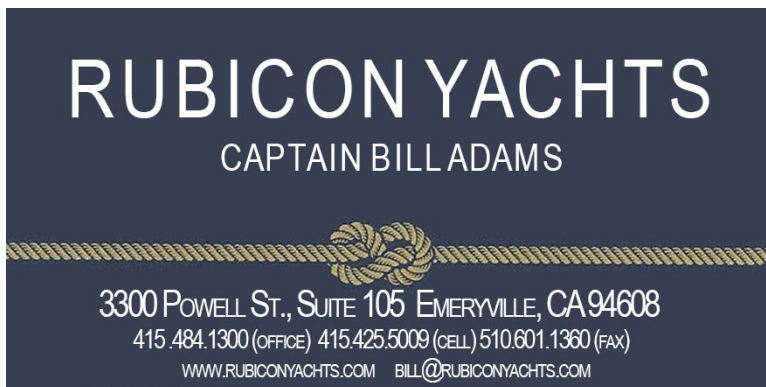
Gerry Kamilos was recognized for all of the effort he has put into Opening Day by hosting the Blessing of the Fleet Event. Gerry graciously accepted a recognition plaque at a PICYA meeting held recently in Petaluma, in which he had the chance to speak about CYA and Corinthian YC.

The theme for Opening Day 2023 is still in progress, and submissions welcome from all PICYA club members. More boats are needed in the parade, and an enticing theme is crucial, so if any of you have any suggestions, please pass them along. The prizes for each category are truly impressive. A rubber duck motif can only be used so many times as the top winning entry . . .

The PICYA commodore, Joan Marsh, is asking for suggestions on what the association can do to more directly help its members, what interests each club has that PICYA can assist with either through communication with member clubs or through RBOC

ment, and the Tunnel Project in the Delta (a hot button topic given the ongoing drought). Donations to RBOC are critical as these pay for non-volunteer and very effective lobbyist positions. **CYA donated \$200 to RBOC at the most recent meeting, which was gratefully acknowledged.,**

Upcoming events hosted by PICYA include:
August 21: Delta 360 Weekend
September 12th, Delegates Meeting : Coyote Point YC
September 17, 2022: Coastal Cleanup Day
October 2nd Delegates Meeting: Elkhorn YC
October 15: Margot Brown Wheelchair Regatta
PICYA Lipton Cup Awards



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Dispatch from the Delta -by Bill Wells

It has been a spectacular summer in the Delta. The highlight so far was the Independence Day weekend and in particular the raft in at Mandeville Tip. Boats started assembling there a week before and by Sunday July 3rd there were several hundred anchored and rafted in the reach. The winds were pretty strong, and many folks reset anchors over the weekend. The Hilton Foundation fireworks show was fired on July 3rd from a Dutra barge brought in for the occasion.

A special treat on the 3rd was The Patriots Jet Team out of Byron. They had a six-jet airshow close to the anchored vessels where they made several passes complete with smoke and acrobatic maneuvers. The crowd loved it and the show was synchronized with music on a local FM radio station.

If you saw the recent Top Gun film, you will be interested to know much of the flying stunt work was

done with the aid of the Patriots Jet Team. They fly the Aero L-39 aircraft. It is a turboprop powered, aircraft designed as a light attack and fighter trainer. The entire L-39 fleet, consisting of more than 2,800 aircraft delivered worldwide, has accumulated over 4,000,000 flying hours. The Patriots Jet Team owns and operates eight L-39 aircraft flying out of the Byron Airport.



Joie, 1960, 59' Stephens, owned by Rusty Areias

There were also several other events on the 4th. First off, the Mari-

na West Yacht Club held a parade from Oxbow Marina up to the end of the housing along Georgiana Slough and back. Don Nottoli the Sacramento County Supervisor for the Delta was the Grand Marshall. Don is retiring soon; he has been a great advocate for the Delta and done much to further the interests of the people of the region.

Walnut Grove had their Independence Day parade, this is like your quintessential small town America parade, you might think you were in rural Iowa. After the parade Rusty and Julie held a big party at their Orchard Gables estate just up the road a bit. Chef / shipwright John Carlo was working with Rusty cooking hot dogs and making BLT sandwiches, I think much of the population of Walnut Grove and the surrounding area attended. Rusty and Julie are the consummate hosts, and, as always, the partygoers had a great time.

DELTA BOAT WORKS

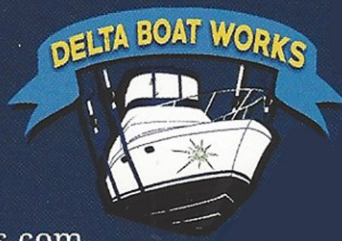
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Please plan to attend the Taste of the Delta on August 6th at Village West Marina and Resort. This should be the best ever. We have a great lineup of food and drink, live music, auction, and selected art and information booths for your enjoyment. You can get discount tickets here:

www.tasteofthedelta.com/wineclub. If you are coming by boat please call Vickie Baumann at 209 / 951-1551 to arrange a slip. The bungalows and RV park are both available too, call Vickie for reservations. The bungalows are great, you can sit on the deck over Fourteen Mile Slough and watch the sunset over Mount Diablo. The Ebony Boat Club and Sausalito Yacht Club are scheduled to cruise in too. I hope to see you there!

One more thing! Sue and I went to see the *Elvis* film. Overall, it was great, cut somewhat like a music video but still a good story. Tom Hanks did a masterful job playing Presley's manager, "Colonel" Tom Parker. The connection to classic yachts (not

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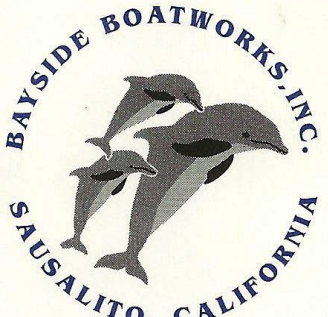
Hans List - President



Petaluma Cruise in—May 2022

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mentioned in the film) is the time the Colonel purchased the former Presidential yacht *Potomac* in Elvis' name. He paid \$55,000 and donated her to St. Jude's Children's Hospital in Memphis a week later. The ship changed hands a few times and ended up sunk in San Francisco Bay. The City of Oakland purchased her for \$15,000 and spent \$5,000,000 bringing her back to life. She now can be seen cruising the Bay and leading Opening Day Parades.

For more photos,



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In a conversation about old wooden boats with one of my students from Cal State, he recollected that an old wooden yacht was at one time part of his family's history too. He had never seen the boat, but he knew that it had once belonged to his great grandfather who lived up in the Pacific northwest area in Canada. He told me that his maternal grandmother could probably provide more details about the boat, and since she and I were going to meet soon at a foothill wine event I was looking forward to pursuing this conversation with her. Joan (Ami) Greaves is a young 92-year-old and when I met her, she had just gone through hip replacement surgery two weeks before and here she was walking down a graveled roadway at the winery using only a crutch, as she said, "only as a precaution in case I trip."

As she related the story about the boat that was named *Isabell L*, and it seems from the only photo that Joan had of the boat that it was around 32 to 36 feet in length and was acquired by her father in early 1940. Apparently, Joan's father knew about the boat which had run aground off Jimmy Chickens Island in Oak Bay near Victoria, British Columbia in 1939 and sank. This island on the maps is perhaps better known as Mary Tod Island, but to the locals it has and always will be known by its other name. Jimmy Chickens and his wife were local color during the late 1890's, lived in a cabin on the island and when they got a few dollars ahead they went into town got drunk and became a

bit disorderly and Jimmy would wind up getting tossed in jail until he sobered up. Jimmy's wife was the first of the old couple to pass away leaving Jimmy to carry on their inebriated trips into town until he too passed away a few years later. The locals carried Jimmy's body back to the island and buried him next to his beloved wife. So, what does the story of Jimmy Chickens have to do with a classic yacht that sank off its shores. Well, as the story goes when the *Isabell L* sank the skipper was also reported to be drunk at the wheel.

Joan's father, after he had towed the wreck into dry dock, began to work on her almost every day until he suffered a heart attack which slowed him down a bit, but he finally finished the job and the family enjoyed many adventures, as Joan describes "many happy times and a few harrowing experiences."

As Joan tells it. "The most outstanding tight spot was a trip in the Straits of San Juan de Fuca. Fortunately for us we were in convoy with two other boats. A huge, unexpected storm arose with heavy winds and mighty seas. I had left a blanket on deck which blew up over the windshield so my dad decided he would retrieve it. On his way up, he lifted the blanket and lifted his hand to grab another hold on the guardrail. My mother, a real novice was at the helm, when a huge wave hit us broadside and my dad disappeared down the side of the boat into

continued on page 7

the raging, cold water. He had the presence of mind to hurl the blanket in the dinghy we were towing and afterward, told us he was just going to float on his back to shore which was 2-3 miles away!! The boat following us had also seen him go overboard and watched my panicked mother as she tried to turn the boat around to go back for him. The other two boats relayed words to each other and were able to pick him up safely except for the fact he had



Isabell L around 1944

skinned himself from armpit to hip leaving thousands of nerve endings exposed and fractured five ribs. He was in great pain, and we were a long way from a hospital which we eventually got to. He was there for 10 days. A little funny part of that was the fact the cruiser who rescued him had poured a couple of shots of brandy - one for my dad and one for my mother and she

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grabbed both and drank them in one shot!! She was the wreck for sure. She never enjoyed controlling the boat again."

The photo of the *Isabell L* was taken around 1944 off Chatham Island, a frequent destination of Eileen and Robert Challoner's family. Joan's mother and father are in the photo in the aft deck, with her and her brother forward. Robert Challoner sold the boat around 1948 and died in 1958, and that's the last we know about this yacht. I

sent this information up to Jim Paynton in hopes that he might have some information and he said that he was going to forward what we had on to others in his fleet and in Canada in hopes of finding more.

What do you do with a 90 year old wooden boat, when on the one hand you spend almost every weekend restoring and caring for her and on the other hand need to move back to Sweden? After some agonizing, discussions and encouragements from friends, we decided to bring her with us. Boat-ing culture is especially strong in Sweden and the canals and rivers of Europe look really interesting. And, of course, we can keep caring for her.

One dead end...

OK, so with that decision made, we started making plans. The boat shipping routes that used to run down the west coast picking up boats and dropping them off in the Mediterranean had stopped operating, maybe well before the pandemic started. After some other dead ends, the next option seemed to be shipping *Allure* by truck to Florida and from there by boat to a port in Europe. These routes were still operating, but we had some misgivings. Firstly, we heard horror stories about shipping old, wooden boats across the US, everything from road vibrations wrecking havoc with fasteners to rules about shipping “exotic timber” across some states. Secondly, and most importantly, this option would only deliver *Allure* in a port in either the Mediterranean, UK, Germany, or The Netherlands. Here our concern was that if she was damaged in shipping she could get trapped on the hard in a country we could not go to due to the pandemic. At this point we seemed stuck. We were thinking that we might need to sell her.

Light at the end of the tunnel...

Another option came to light when we talked to some wooden boat enthusiasts here in Sweden. They suggested using Roll-On, Roll-Off (RORO) shipping, something we had dismissed due to what turned out to be incorrect information about the size of what could be shipped that way. We made plans to have *Allure* trailed from Napa Valley Marina to Long Beach, then with RORO to Gothenburg! Problem solved, even if the worst happened and there was damage, *Allure* would be in Sweden and we could deal with it ourselves.

As part of setting up this options we also made contact with a shipyard, Utbildningsrederi AB, in Gothenburg that specializes in education and restoration of old wooden boats. They also run a marine salvage center, so they had all the contacts with transport and other local facilities we needed.

Dates were set and we booked tickets to go back to California to get *Allure* ready for the trip.

Back in Oxbow Marina we spent a week organizing before cruising to Napa Valley Marina. With RORO shipping you pay for the volume shipped and to a degree for the weight. Making *Allure* as small as possible was key. At Napa Valley Marina we proceeded to remove navigation lights, mast, davits, and chimney and stowed everything safely for the trip. Nothing could come loose! For example, mast and davits were screwed with wooden blocks to the sole.

We decided that shrink wrapping *Allure* would be a great protection. We had never done it before, so we watched some YouTube movies, ordered the material, and asked George Homenko for help. What is the worst that can happen? Well, the boat could catch fire, the wind could tear the giant sheet of plastic away, ... None of that happened and it turned out to be a nice experience, with George’s help we got done at lunch time well before the winds picked up.

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Allure Goes to Sweden —(continued from page 8)

The marina staff, who had also given us some good advice, complimented us on the end result.

One “last” curve ball

The same day that we took *Allure* out of the water, the shipping broker contacted us and said that the shipping dates had changed. Instead of a ship leaving Long Beach in 2-3 weeks, there was now a 1.5 months wait. Sigh. We didn't want *Allure* to be on the hard for that long, so back in the water she went. Napa Valley Marina kindly had a spot for her and also promised to take care of things when the trailer came, since we would no longer be in



Swedish approved bottom primer and wood treatment.

CA. We said a temporary goodbye to *Allure* and flew home. It felt weird to leave her, floating all wrapped up, but that was way better than leaving

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her on the hard.

The wait is over...

After she got picked up at Napa Valley we found her cruising at 60.5 mph on the freeway, and for the next couple of hours we watched her as she made her way southward towards Long Beach. She arrived safely in Long Beach where her shipping cradle was built. The RORO shipping date changed a few more times but we finally got confirmation that she had been loaded.

We kept tracking the RORO ship, *Carmen*, as she made her way down the West coast, through the Panama canal, up the East coast and across the Atlantic. After some more changes of arrival date we finally got the news that she had arrived Gothenburg and had cleared customs. We packed up and drove from Stockholm to Gothenburg, a bit nervous of how she had fared the trip.

There she is...

We arrived at Utbildningsrederiet just in time to see *Allure* arrive. She looked just fine. Relief. With the help of some very competent drivers and big equipment operators, she was safely on the ground. Erika climbed up to the swim platform, unzipped the shrink wrap door, and crawled in. Relief again, she had shipped just fine.

We immediately started brining her systems back online, charging batteries, turning on and checking everything, unloading all we had stowed to gain access to the inside.

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The Delta Cruise—by Alan Almquist

The "Delta Cruise" was the big event for July and was kicked off on Friday the 22nd with a rendezvous at Oxbow Marina on the Georgiana Slough. Libations at 6 PM was followed by a BBQ and Potluck dinner on the Marina Office decks. The following morning, Oxbow staff prepared their champagne brunch, and the morning was spent up at the pool while putting together the details of the day's cruise upriver to Walnut Grove. *Hiltot II*, and *Zambezi* made it upriver and berthed for the night at the City docks, exploring the town of Walnut Grove. It was pretty hot that afternoon and the local ice cream parlor was a popular place to spend some time. The dinner that night was hosted by CYA member Rusty Areias at his beautifully restored and historically memorialized, *Orchard Gables*, mansion on the Sacramento River. About two dozen CYA members and guests joined in for a great feast put on by Rusty and his able crew. Libations and snacks were offered down on Rusty's dock where two of his fleet, *Folly* and *Miss 102* were tied up stern to stern for the event. Both yachts have undergone extensive renovation and were beautiful sights to see. Wine was graciously donated to the event by Candace and George Homenko, who, unfortunately, could not be present to join us.

On Sunday, *Triple Crown*, *Skal*, *Sea Breeze*, and *Flamingo* joined *Hiltot II* to parade up the Sacramento



Folly docked at Orchard Gables

River to the confluence of Steamboat Slough turning at that point downriver to the Grand Island Mansion where reservations for their famous buffet brunch had been made for 12:30. The Mansion over the years has had its ups and downs. Today it is beautifully restored, and the brunch was delicious. The mansion also boasts a well-maintained dock that easily hosted our fleet of five yachts. I drove over by car to give assistance in tying up the boats and Rusty joined us later for the brunch. After brunch some of us headed down river to return to the Bay, or back upriver to return to Walnut Grove and finally Oxbow.



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In the coming months CYA members will be welcomed by Bill Wells at the "Taste of the Delta" event on August 6-7 at Village West Marina in Stockton, followed by a club favorite rendezvous at Grindstone Joes on September 2-4. Looking forward to seeing everyone there.

Upcoming Events

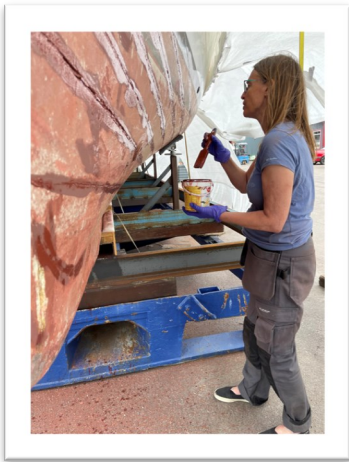
Delta Chamber Wine Event, August 6, 2022
Bill Wells, Chairperson

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

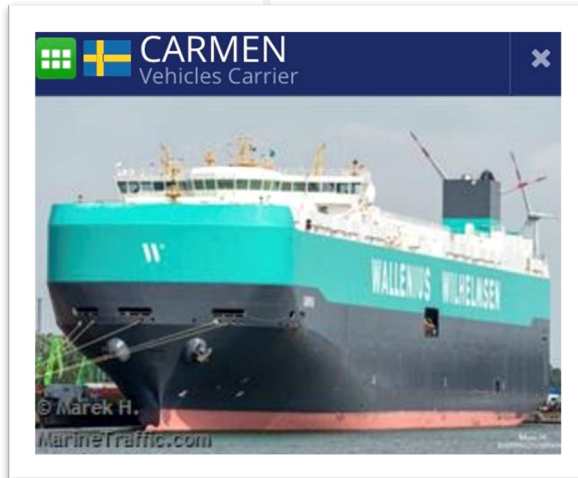
Corinthian YC Cruise, September 23- 25, 2022—Gerry Kamilos, Chairperson—**You should have received reservation information**

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

Photos from Allure's adventure to Sweden



Swedish approved bottom primer and wood treatment.



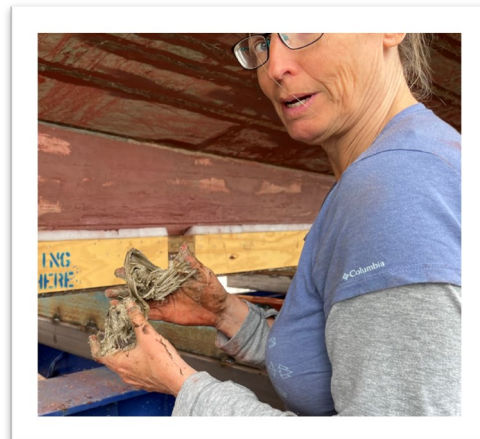
Carmen took Allure all the way to Gothenburg



Erika is putting the blow torch to a wooden boat.



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