

Classic Currents

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



ISSUE 3—2020

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Commodore's Report—by Bernadette Sweeney

Despite the challenges and disappointments of this pandemic year the Northern California fleet has maintained a positive outlook and connection among the membership. Throughout the many months of planning, postponing and in the majority of cases cancelling of events the chairmen and the bridge kept each other apprised of progress and recommended appropriate action. The one major event that many of our yachts participated in and you will read about in this publication was the Delta Chamber's Stephens Rendezvous. Congratulations to Bill Wells on carrying out this activity.


Another smaller gathering that has become traditional in recent years is the meeting at Lake Tahoe where some of the members also have boats. This year Steve Kadzielawa and Cheryl Anderson hosted George Homenko and Candace Gable and Jim and Bernadette Sweeney at their condo at Tahoe Keys. Over cocktails out on the deck we all watched new fleet member yacht *Legend* returning up the channel at the end of the day. Next year we need to be sure to include owner Diondra Colquhoun in our Tahoe get together.



Jim Sweeney and Little Bear

A sincere thank you to all of the officers and chairs who put as much effort into their roles as in prior years with less reward for their work. The two remaining events for 2020 are the annual Lighted Boat Parade, in December if it takes place, chaired by Steve K. and the Change of Watch, December 6, currently scheduled at San Francisco Yacht Club in Belvedere, chaired by Rear Commodore David Cobb. This too is still in question and while the date is set it is not certain yet if it will be in person. Potentially it could be a virtual event as so many things have been this year. We will keep you informed.

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Allure’s windows, cabin sides, davits, and mast

The work on Allure continues. After finishing the galley, we are able to cruise and cook food at anchor, a major plus, the focus changed to the exterior. We finished some bright work around the transom and cockpit. We took out all the windows from the rear cabin, took them home, disassembled them, removed the varnish, added teak dutchmen, teak bungs, glued them

together, varnished, and finally assembly with new glass. This story keeps repeating for us, it was the same with the butterfly hatch and the running lights; we end up doing ground up restorations, keeping as much as we can of the original material. It is a lot of fun and worth the investment.



Near total failure of the window frame. Original wood glued up before fresh teak is applied.

When the day came to re-installing the windows, we saw that the cabin sides needed a new coat of varnish. After some more inspection we realized that some of the ex-



Erika hard at work with the heat gun and scraper

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isting varnish needed to come off and we took them back to bare wood. We made repairs and applied varnish again.

While stripping down varnish on the cabin sides, we noticed one area where the wood seemed to “explode”



What remains of an 88 year old ferrous bolt. The remaining 1/4” of the bolt was still doing its job and strenuously resisted being removed.

from within. Did you see the movie *Alien*? After some probing we found a ferrous bolt that had corroded and expanded. In 88 years it had almost doubled in diameter and split the wood from within. We replaced the failed bolt with a fresh 7” bolt and repaired the exploded, iron sick wood with a dutchman. It was the second such “exploding” bolt we have had on Allure, the first one was in the bow, one of the bolts holding the stringers to

the stem.

As we continued to work on the exterior, our eyes fell on the mast. It was in serious need of love, so we removed it and brought it home. Taking it apart we found a lot of iron sickness. The state looked somewhat hopeless, it has had a long and hard life. However, the mast appears original and is a beautiful example of tight-grained fir, so we decided to restore

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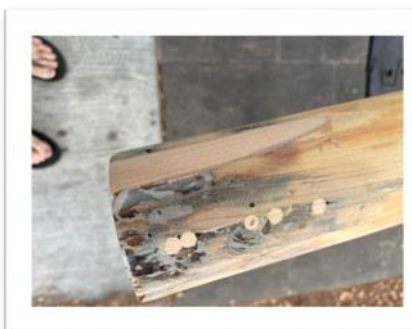
it. After stripping off the varnish, we chiseled out the failed wood for dutchmen, drilled out failed fasteners



Allure mast ready to go home for further repair

and abandoned holes (seriously, how many holes does a mast need?), sanded, sanded, removed mystery glues and compounds, and applied oxalic acid to bleach the iron stained wood. Digging through the box of offcuts, we found enough pieces of sufficiently

tight-grained fir to manufacture bungs and dutch-



Dutchman and Bungs applied to restore the integrity of the mast

men. The mast is doing well, it is getting ready to be varnished and we are restoring the standing rigging.

Another quick side project was refreshing the davits. A quick sand blast, rust primer, multiple coats of

high build-up primer, sanding, sanding, sanding, and then multiple final coats. The davits are back on the boat and looking nice. We are still scratching our heads at what to do with the blocks and tackle. We may opt for new ones to make sure we can both get the dinghy on and off Allure, since the old system was never smooth.

Editor's note: When word got out that Per and Erika were in the process of repairing Allure's mast this



brought out some comments from Scott Andrews and Bill Wells.

Scott, ever the clever engineer, describes how he tackled the problem, "I made mine using some casters and a router. I put a pipe in the ends of the mast blank and then set the pipes on pairs of casters attached to my workbench. I set up a pair of boards on either side and put a router on that. I then ran the router back and forth as Susan rotated the mast, and voila! Round wood! I was able to taper it by raising the casters on either end."

Bill Wells probably has the best story about mast repair "We had a CYA member Jack Myers (now deceased) who had the classic Olympic yacht *Luana* . He bought a sailboat built about 1900 and took it to Stockton to fix up. They pulled the mast and there was a 20 dollar gold piece in the mast step. He said he sold the gold piece for more than he paid for the boat" We should all be so lucky

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Petaluma River Dredging—by Scott Andrews

I am pleased to announce that at long last the Army Corps of Engineers has dredged the Petaluma River and Petaluma channel from the middle of San Pablo Bay to the downtown Turning Basin!! The low tide “Petaluma Isle” is now a thing of the past!

The city is still considering replacing the docks, so I am not sure if they are open yet, but I am reasonably certain they will be available soon. You can check on this here:

<https://cityofpetaluma.org/marina/>

It also appears that the Petaluma Marina has re-opened their fuel dock, although the marina itself has not been dredged, and is fairly shallow.



Many Petaluma restaurants have re-opened with outdoor seating along the waterfront, and “parklet” seating on the streets. The waterfront area is especially delightful with umbrellas and flame heaters creating a European vibe.



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Nominating Committee Report

The 2021 Bridge Officers Nominating Committee has forwarded their slate of nominations to Commodore Sweeney. The committee was composed this year of Past Commodores Alan Almquist, Scott Andrews and Patrick Welsh. Nominations for posts on the 2021 Bridge are as follows:

- Staff Commodore: Bernadette Sweeney
- Commodore: Rob Sesar
- Vice Commodore: David Cobb
- Rear Commodore: Dan Hunter (Welcome, Dan to the slate)
- Recording Secretary: Erika Hammarlund
- Corresponding Secretary: Nancy Clothier
- Treasurer: Bill Adams

The Committee congratulates these nominees and urges a unanimous vote by the NCCYA membership in their favor at the upcoming Change of Watch

Photos from the Stephens' Rendezvous



Photos by
George
Homenko

Bill Wells,
Rusty Areias
Gerry Kamilos



Village West Marina
Stockton

If you have been around the Bay for awhile as a boater you probably have become aware of the San Francisco Bay Conservation and Development Commission, who have been responsible with overseeing just about any proposed project that has to do with the Bay. It was this commission many years ago who came up with the concept that any form of structure that extends out over the waters of the Bay would be considered “Fill” and that, of course was a bad thing right off the bat. In order for a developer to proceed with his project, such as a new Marina, or even the repair of an old one you would have to convince the commission that your “fill” wasn’t bad, or that you had a plan to mitigate your “fill” by offering something that the commission wanted, maybe a new bike trail or walking path; “public access” was a good thing.

This Fall Assembly Bill 2809 passed through the legislature. This Bill authorizes an audit of the performance of the BCDC. This legislation was passed as a response to many public complaints regarding upper management’s seemingly lack of adequate oversight of staff decisions and its lack of due diligence in performing key responsibilities related to the protection of the Bay and Suisun Marsh. The new legislation provides for managerial review of staff decisions in enforcement cases, and establishes methods for assessing civil penalties in cases involving multiple violations, among other things. BCDC officials were involved in drafting this legislation and have “embraced it.” CYA member Martin McNair probably has something to say about this. Martin was a member who served with distinction for many years on the BCDC Board.

From my own experience with BCDC years ago I found staff friendly and helpful, but I can also see that the “my way or the highway” attitude could become embedded in final outcomes of issues that came before them. Let’s hope this new legislation will work out well for everyone.

Perhaps the biggest news around the Bay this Fall is the completion of the dredging of the Petaluma Turning Basin and River down some 18 miles to the Bay. Dredging began on Friday, September 4, 2020, and just ended on October 29, 2020. Under the terms of the contract, the contractor had 89 days to complete the project. The contractor was allowed to work 24 hours a day, 7 days a

week in order to complete the project on time. Dredging began at Shollenberger and then worked downstream (towards the Bay) to clean up some spots of shoaling along the channel. Once that work was completed the dredge returned to Shollenberger and then went upstream to finish the project at the Petaluma Basin. The cost of the project was \$9,745,000. The Army Corps of Engineers paid the cost of this year’s dredging



Petaluma River Dredge named Sandpiper

which is supposed to be done every four years. But because Federal funds dried up, the last time the River Channel was dredged was in FY 2003. Like everything else the cost of dredging has increased as stricter environmental regulations have mandated that toxic spills removed from dredging be dumped in designated areas away from sensitive ecosystems.

So much mud had accumulated in recent years that silt-formed embankments became semi-permanent features – some so large they attracted nicknames and annual hordes of migrating birds.

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It's little surprise, then, that the Dredge, named the *Sandpiper* siphoned more junk than expected, including some odd trash items that slowed down progress. While tires and shopping carts were to be expected, the half-dozen bowling balls, an entire car and part of a gun did raise a few eyebrows. When (not if) boating activities start up again next year, a cruise up the Petaluma River should be high on the list of destinations for some long weekend. *Reported by Scott Andrews*

As many of you may know Tom Clothier has *Eslo* up for sale. Along with this beautifully maintained yacht goes a very prized slip at the San Francisco Yacht harbor home to the St Francis Yacht Club and the Golden Gate Yacht club. *Eslo* at 47 feet is a (nearly) one of a kind double-



ender yacht built in 1940 by Lowell Netherland. Call Tom for details (415-823-1216)

Upcoming Events for 2021.

The Office of the Secretary of Navy is planning to commission the USS OAKLAND (LCS 24) at the Port of Oakland on April 17, 2021. USS OAKLAND is an In-

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dependence Class littoral combat ship which will be assigned to Littoral Combat Ship Squadron One in San Diego with anti-submarine warfare as its primary mission. It will be the third ship to be named for Oakland. The trimaran hull was developed by Austal as a high-speed ship. USS OAKLAND is a 2,307 ton vessel with a length of 418 feet. The crew is comprised of 9 officers and 61 enlisted personnel, which includes the portion of the crew dedicated to the anti-submarine mission. Plans call for the ship to be home ported in San Diego after commissioning.

Since the Navy is not authorized by law to pay for the commissioning of its ships, the Navy has asked the USS OAKLAND Commissioning Committee, to sponsor, raise funds, and conduct this commissioning. The Committee made of a number notable individuals including our own Greg Brazil, Deputy Chair, Operations will be soliciting contributions to support this traditional time-honored event, as well as make improvements to the ship's habitability and create and

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The Stephens Rendezvous turned out great over the weekend of September 11, 12, & 13. We had a lot of curve balls and challenges thrown at us over the last few months but overall things went splendidly!

Boats started arriving on Thursday, unfortunately, due to visibility problems a couple of boats could not make it and one boat with a 23' vertical clearance got stuck on the wrong side of the Paintersville Bridge that broke down a day or two before the event and could not make it.

Rusty Areias had a full crew working on *Folly II* for a month or two before the event. She rolled in on Saturday and the crew was still working as she pulled up to the dock. The crew continued to work during the event. This was good as it gave visitors a feeling for the effort that goes into these boats.



Rusty Areias

Friday evening the Village West Yacht Club hosted margaritas for the crews. They also had a Mexican dinner available which was very popular. Rusty's Stephens history presentation was very well received on Saturday

with standing room only. Saturday evening we had 70+ people that came to the club for an excellent tri-tip dinner. Several folks, mostly staff commodores came up from Southern California to join us for the event. The

seating was outdoors so distance was maintained. The servers did a great job with the crowd keeping the food and drink coming throughout the evening.



The parade on Sunday with Dick Stephens riding on the bow of *Folly II* passing 5 Star Marina came off great. Due to a shortage of boats the folks from SoCal were having trouble finding a ride for the parade but my friends Thom and Wendy Foulks

helped out and took them aboard their boat *Island Oasis*. Wendy has her 100 ton license and the couple have SCUBA dived and cruised all over the world, they are fascinating folks to talk to!

The people of Stockton were very happy about the event. My phone started ringing off the hook a few days prior with people asking if they could attend. One lady called me and asked if she could bring her five foster children that had just moved to Stockton from Oklahoma. Rusty let them go aboard *Miss 102* for a look around they were excited and the lady was very grateful. She said she is always looking for some interesting activity for them and this was the best she had found.

Village West Marina, Village West Yacht Club, and many individuals chipped in to help. I contracted for two Sea Scouts to help with crowd control, five showed up with the scoutmaster. All visitors were respectful

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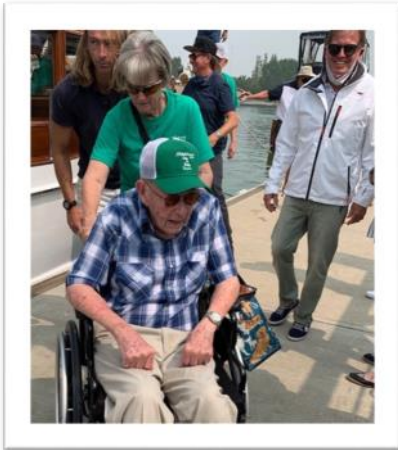
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Miss 102

and wore masks, we had extra masks and hand cleaner available for those that wanted it. No fights broke out among the maskers and anti-maskers. We had coverage from two TV stations, the San Francisco Chronicle and Stockton Record newspapers, two independent videographers, a local Stockton radio station, and some great video and photos from George's drone. Rusty and Gerry were instrumental in getting this positive coverage.



Dick Stephens - 100th Birthday

My boat did not make it and we ended up staying in one of the marina's bungalows, they are a beautiful place to stay, right on the water with a deck to watch the sunsets. If you are ever looking for lodging in Stockton, check them out!

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Unfortunately Oxbow marina suffered a fire on September 14th. It apparently started on a houseboat and spread to other vessels on the "G" dock. The River Delta Fire Department quickly responded and called for help from other area fire departments. A fireboat from Walnut Grove came and Towboat US responded with a boat. Several boats were destroyed but it could have been far worse. One helping factor was the River Delta Fire Department using Oxbow to conduct their training frequently. This incident was exactly what they had been training for. The marina crew did a great job assisting too.

Although several boats were lost, the fire was quickly brought under control and the damage was limited to several slips on the dock. Surrounding docks and structures were not damaged and no injuries were reported. Several CYA members keep their boats at the marina and no damage to them was reported..

2020 was definitely a trying year for everyone but we did manage to have some good times in spite of the pandemic, the fires, and the civil unrest. I am confident that 2021 will be better.

(continued from page 9)

sustain the crew's morale, welfare and recreation fund. The committee encourages everyone to become a part of this important event and take an ownership interest in the official first day of the life of USS OAKLAND. Share the pride when this beautiful new ship comes alive and joins the Fleet. You will want to be there when the crew runs onto their new ship to the sound of "Anchors Aweigh."

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It goes without saying that 2020 has been a terrible year for everyone. In our Club alone we have deeply felt the passing of two of our most popular members, Gig Owen and Mavis Engfer. In this issue I must sadly report the passing of Janis McNair, former co-owner with Martin of the beautiful Stephens yacht *Allure* until they sold it to Per and Erika Hammarlund. Martin and Janis bought *Allure* in 1990 and soon after joined the CYA as member # 611. They later bought a houseboat at Grindstone Joe's Club and spent many weekends there enjoying the tranquility of that famous Delta locality.

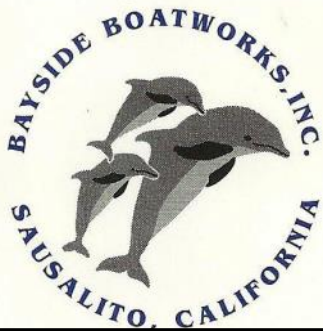
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Remembering Janis McNair



Janis McNair passed away on October 29, 2020. She and Martin have been members of the CYA for 30 or so years, owning *Allure*. Janis was a wonderful hostess, welcoming visitors aboard their boat or at their home in Pt. Richmond.

Flowers were always part of the décor. Her warm and welcoming smile will be missed. There was an elegance in her presence.

Besides being part of the CYA, Janis' obituary mentioned other ways she contributed to her community, as part of the Soroptimist organization, encouraging women's empowerment. She was a Master Sha and a professional consultant in feng shui

Our condolences go out to Martin and the family. Janis will be missed.



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Virtual meetings took place on June 1st and on July 6th. Both meetings were primarily concerned with the ongoing cancellation of yachting events. The most notable of these are the Margot Brown Wheelchair Regatta and the Lipton Cup Regatta.

Call for help. The RBOC is actively supporting recreational boaters' interests in Sacramento but is becoming desperate for funding due to the numerous yacht club shut-downs. Donations are urgently needed to continue RBOC operations.

The PICYA Scholarship program has six applicants and will be able to award three scholarships in 2020. Further details on the above and other activities can be found on the PICYA web site.

The third meeting of the summer was held on August 3rd. Issues that were discussed included: Coastal Cleanup Day is being expanded this year to Coastal Cleanup Month, with action planned for every Saturday in September.

An initiative is gaining momentum at various yacht clubs and organizations to encourage diversity, equity, and inclusion in the sport of yachting, particularly with youth sailing programs.

The PICYA's digital "Navigator" continues monthly publication and is offering free advertising to recreational boating businesses through the end of the year.

The RBOC is concerned about two items of pending legislation. Assembly Bill AB3030, which mandates the preservation of 30% of California land and waters to protect habitat and improve access to nature appears to be very broadly worded and recreational boating stakeholders have not had an opportunity to participate in its preparation. Senate Bill SB217 is being monitored because it may impact youth sailing summer camps in the future by requiring nursing staff, equipment, training, and certification.

The latest proposal on the Delta Tunnels indicates that the project will be repositioned East of US Highway 5.

The October 3rd PICYA Management Conference was another virtual event that covered among other things the California State Parks and California Coastal Commission Clean Water Programs, the Sacramento Yacht Club Dredge, Corps of Engineers Maintenance of Navigable Waterways, and California ABC Regulations for Recreational Boaters and Yacht Clubs.

Editor's note: Bernadette and Jim will be resigning their joint positions as PICYA Delegates at the end of 2020. So this will be the last report from them and a new crew will take over for 2021. We would like to thank Jim and Bernadette for a job well done in this post. Having done it myself many years back I know how much work and time it takes to make these monthly meetings that are scheduled all over the Bay and Delta. And the traffic certainly hasn't gotten any better over the years. Thank you for your service.

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