



Classic Currents



ISSUE 1—2021

Inside this issue:

Commodore's Report	1
Allure Renovations	2
Around the Bay	6
Dispatch from the Delta	8
PICYA	11

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

Commodore's Report—by Rob Sesar

Call me Commodore!

Words that are hard to get used to. Feeling like a fish out of water, but that is why I own a boat. I love the water but not getting in it. Thinking back on how I got here, what did this great, dedicated, classic boat owners group see in me? I think it is the love of boating, friendship and the sea in that order. If I can take a boat across the sea to see a friend, I am in all the way.



Skal on San Francisco Bay

Listening in on the February 8th PICYA meeting, our delegate and I learned of a Unity Bay Parade to be held in two short weeks, circumnavigating Treasure Island. *Skal* has to make this trip. However, we are in the middle of a major project. I had promised my partner to build a saddle and davit for the Penn Yan 12 foot boat tender she bought. The operation had to be such that she could take the boat down from the cabin top and put it away by herself. At this point, the saddle was in the garage, next to the parts of the davit, and I had no clue if my plan would work. The part that was finished was the crane mounting bracket to the wood boards of the 1928 Stephens Brothers boat. My best guess at trying to engineer the connection could result in ripping the side off the boat under full crane load.

The last design feature I imposed on the project was that the davit had to be completely removable, leaving no trace so it would not appear that I bastardized a Stephens. The Davit I bought is actually a light-weight OZ crane used to move parts around a shop. It comes with an optional electric hoist, making it easy to operate. Since the crane was not tall enough, a black powdered coated extension was built out of steel. We installed the crane and saddle the only weekend we had before the big event. Attaching the hook to the lifting brackets in

the Penn Yan, we hoisted it into place on the saddle and strapped it down. Yes, it took the two of us, and it is still in the same place and has not been moved other than joining us for the PICYA Unity Day Parade.

We sailed out of



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

continued on Page 2

continued from page 1

Glen Cove Saturday morning February 20th at five in the morning. Cruising at four knots, we paced our fellow Glen Cove Yacht Club Islander 29 sailboat headed to the Parade. The wind was an unusual south-easterly, so the waves generated by the 20-30 knots of wind were hitting us on the beam. We did leave the dock knowing it was blowing 20 plus knots and building across the San Pablo Bay, but left anyway. My crew started to get a little sea sick. I did my best to keep the boat level and then off Point Pinole the engine started to also get seasick. What I mean is, our reliable Yanmar would not run over 1,800 RPM's, so now we were limited to 3 knots maximum and lacked power to push *Skål* out of the wave troughs in a timely manner. My first thought, "We have a Penn Yan life boat with oars, all will be ok."

We tried to trouble shoot the engine, get the anchor ready and maintain calm. The engine was running great at 1800 RPM's but not higher, so we continued on. Getting to the Lighthouse at the Brothers Islands, we found smooth sailing and chose to push on to Emery Cove. Finding *Aurora V* at the staging dock we put up the banners and headed to the Parade with *Aurora V* looking out for us.

What a fine and beautiful day. *Calafia* was waiting for us at Treasure Island, and I found out over the VHS that aboard *Calafia* were the former owners of *Rob Roy*, *Skål's* sister ship, and seeing *Skål* brought back great



OXBOW

M A R I N A

A Deluxe 429 Berth
Marina on Scenic
Georgiana Slough



800-848-1578
oxbowmarina.com

100 Oxbow Marina Drive Isleton, Ca 95641



memories for the couple. So much joy over the radio. Boats were cruising, racing and people having fun. This is why we have boats. We made it back safely to Emery Cove, again at 3 knots. We enjoyed a delicious meal with poached salmon, and watched the movie "Wind" with our Islander 29 companions that helped watch over us in the early morning hours.

Leaving the tough, beautifully engineered *Skål* behind on Sunday morning was hard, thinking to

myself, "nothing a couple of boat bucks can't fix." Chuck's Marine was able to problem solve and make repairs that very week, so we were able to bring her home that following Saturday during the CYA Board Meeting!

Thinking back, I would not change a thing. According to Burgess Meredith in the movie "Grumpy Old Men", "After a while all you have left are the memories." The next time you are coming up with reasons not to go boating, think for a minute, maybe you will get lucky and make some great memories like I did.

"Live begins at the edge of your comfort zone" - Mark Twain

RUBICON YACHTS

CAPTAIN BILL ADAMS

3300 POWELL ST., SUITE 105 EMERYVILLE, CA 94608

415.484.1300 (OFFICE) 415.425.5009 (CELL) 510.601.1360 (FAX)

WWW.RUBICONYACHTS.COM BILL@RUBICONYACHTS.COM

Allure Retrofit—Getting Ready for Summer —by Per and Erika Hammarlund

Canvas work, cockpit coaming and Aft Cockpit

Scott Andrews and Susan Takami offered their walking foot sewing machine for sale and we threw ourselves at yet another DIY task. The timing was perfect, we were ready to add a canvas enclosure around the cockpit and



the cabin mattresses needed covers.

Double sided tape is brilliant for sewing big assemblies.

Sewing the first couple of panels of canvas happened quickly. However, canvas work is like varnishing, I ended up having great respect for people that do it well.

Before we installed the canvas panels, we had taken

the dinghy home for a refurbish. The gunwales had cracked on both sides where the oarlocks attach. A typical case of “more is not more,” the bolts had weakened the wood to the point of failure. The dinghy repair became another “take it all apart” and put it back together job.

When we installed the new canvas panels two things became



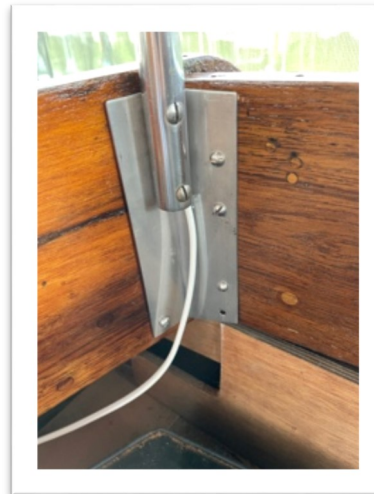
apparent. Firstly, the port cockpit coaming needed some love and, secondly, the cockpit cover needed even more love. With the cabin cover empty as the dinghy was at our home, it became the perfect spot to put the cockpit cover and refreshing its woodwork with varnish and topside with a few new coats of paint. The cockpit coaming had to come off

and spent 2 weeks at home being repaired.

New life and new paint on the cockpit cover.



Installing the original teak coaming with fresh fasteners and teak bungs.



Looking at the construction of the pillars for the cockpit cabin, it became obvious why the attachment points had failed. When the roof swayed on the pillars, the screws had pulled out of the end grain and the twisting had cracked the coaming. I guess that happens in 89 years. With help from George Homenko a pair of stainless angle brackets were manufactured and the installation should be good to go for another 89 years.

SAUSALITO

LIST MARINE INC.
COMPLETE MARINE ENGINE SERVICE
(415) 332-5478

69 Liberty Ship Way
PO Box 2008, Sausalito, CA 94966
listmarine@yahoo.com

YANMAR

Hans List - President

Opening Day on the Bay—58th Annual—April 25, 2021

A SPECIAL INVITATION TO PARTICIPATE IN THE 58th ANNUAL BLESSING OF THE FLEET SPONSORED BY THE CORINTHIAN YACHT CLUB OF SAN FRANCISCO IN TIBURON

With the exception of 2020; for 57 years every Opening Day the Corinthian Yacht Club located in Tiburon has hosted the Blessing of the Fleet opened to all floating vessels that can make the journey to west



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

side of Raccoon Straits. At 1030 hours on April 25th, anchored near the Corinthian's clubhouse and proximate to Angel Island's west end in Raccoon Straits will be *Aurora V*, a 1969 John Trumpy & Sons coastal cruiser, with Clergy from various Faiths on her foredeck. Moving from the east to west, water vessels of all types (yes, even the kayakers) will make their route between *Aurora V* and the Corinthian's clubhouse to pass at 4 knots to be blessed by the Corinthian's God Squad. This blessing



The Clergy with Bill Wells on the foredeck of *Aurora V*

is a tradition for millenniums celebrating the close relationship between mariners and Faith; and the prayer for a safe and healthy passage.

As we prepare for the 2021 boating season; refitting, checking all systems, re-instilling piloting skills, provisioning, and other items onboard our

DELTA BOAT WORKS

Your Full Service Boat Yard!

Kelvin Jackson
General Manager

106 W. Brannan Island Rd.
Isleton, CA 95641

(916) 777-6462
Kelvin@deltaboatworks.com

www.deltaboatworks.com



Sailing vessel *Freda* being blessed

vessels, we need to prepare in Faith as well. This 2021 boating 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. You, your crew, and family/friends are invited to participate in this spiritual start to the 2021 boating season.

The Classic Yacht Association's Northern California

Fleet is organizing a parade of its classic yachts to gather in Raccoon Straits to pass through the Blessing ceremony together, and then to head to Crissy Field to parade along the San Francisco waterfront, and finally onto Emery Cove Marina for a gathering of members and yachts.

If interested, please contact either Commodore Rob Sesar at sesar@sbcglobal.net or Steve Kadzielawa at skadzielawa@comcast.net



Aurora V in full regalia

Incoming 2021 Commodore Patti Mangan's chosen theme for 2021 is "Unity in Community". To launch this theme, Commodore Mangan organized a new parade event on Saturday, February 20th, from 1200 hours to 1500 hours. The parade of boats from the PICYA community, that included yachts from the CYA, was staged from the Emeryville Yacht Harbor and circled Treasure Island. This Pacific Rim Unity Parade was a celebration and recognition of the 1939 Golden Gate International Exposition held on Treasure Island. Our CYA yachts were invited to lead the parade, which was a wonderful opportunity to celebrate our determination to come together as a boating community despite the Covid 19 Pandemic that has shut down so many other shared opportunities to join together as a fleet.

The next Event coming up that is sponsored by the PICYA is "Opening Day on the Bay", to be held on Sunday, April 25th. This is PICYA's 125th Anniversary, so it is that much more important that the decision to participate be made early on. The event chair is the Corinthian Yacht Club (Opening Day Committee Chair is Linda Witong) and the theme will be "Back to the Future". CYA does plan to parade along the SF Waterfront, following a Blessing of the Fleet organized by Gerry Kamilos onboard *Aurora V* which will be anchored, as is traditionally done, in Raccoon Straits.

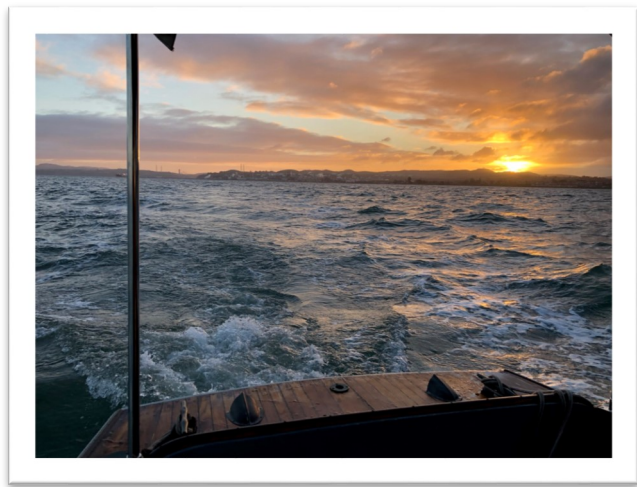
PICYA Staff Commodore Robert Willis Jr. offered a fascinating presentation on the Buffalo Soldiers in honor of February's Back History Month. The last living Buffalo Soldier just died at age 111.

Important reminder for recreational boaters of California that the Boat Registration Fees are scheduled to increase 250% as early as July 2021. PICYA is strongly opposed to this exorbitant increase, especially as 2020 saw a record increase in boating (partially as a result of the pandemic) which likely went a long way towards offsetting a previous shortfall of funding. Also, the registration fees now apply to all boats over 8 feet. PICYA also feels that there is no transparency from Governor Newsom as to what we will be getting in return for this large tax increase, especially as the revenue generated by these fees has never been placed into the Harbors and Watercraft Revolving Fund. PICYA encourages all Yacht Clubs and their members to contact their

elected State representatives to express a position on a key boating issue.

There was also discussion about better identifying kelp beds on charts that could pose a hazard to navigation.

There was also a reminder from PICYA regarding the Delta Conveyance Project ("The Tunnel") to keep the pressure mounted against Governor Newsom's goal, as outlined in the state's Water Resilience Portfolio, to complete the revamped project's environmental review by early 2022 (with final biological opinions and all environmental permits completed by the end of that year). The Department of Water Resources (DWR) is the entity involved in this environmental review process for a single tunnel project to divert water from the Sacramento River south via intakes to the Tracy pumps. A diverse group of Delta farmers, fishermen, elected officials, climate/social justice activists, economists and engineers is opposed to what is often referred to as the "boondoggle" project. PICYA wants us to keep our vigilance up in opposing this project.



Melgoza's Yacht Restoration
www.melgozasyachtrepairs.com
Fiberglass & Wood Specialist
Insurance & Collision Repairs
Since 1956

Headquarters: New Bridge Marina 6325 Bridgehead Rd. Antioch, CA 94509 (925) 754-6446	Mailing Address 1861 Concannon Dr. Oakley, CA 94551 Adrian (925) 890-6274 Hector (925) 487-0733
---	--

Looking through the CYA data base on the yachts of the fleet I reviewed the data that the association had listed for *North Star II*. Sharp eyed, I thought that I had found a discrepancy in some of the data on the yacht. So, I e-mailed Rick Etsell, our webmaster, and indicated the changes that I thought were appropriate. As it turns out, with Rick's quick response, I had a few things to learn about how a yacht is "weighed." I pass along Rick's comments on this subject. I suspect many of you already know this.

"Gross and Net Tonnages are measures of volume, not weight. (1 GT = 100 CF.) The Gross Tons measures the entire hull volume according to intricate rules and formulas, and the Net Tons is the Gross minus deductions for machinery and certain other spaces. When vessels are new, they are "Admeasured" to determine their Gross and Net tonnages, which are recorded on their Certificates of Documentation, and don't change again unless the hull is reconfigured, and then re-admeasured. (Nowadays, there are simplified formulas for determining tonnages for small vessels, so they don't have to be Admeasured.)

It is not uncommon for a vessel's displacement, in long tons (2240 pounds), to be close to either her gross or net tons, but it is really just a coincidence. And of course, displacement weight changes depending on changes and additions to the boat, fuel and other consumables aboard, etc.

Anyway, the bottom line is that I post the Gross Tonnage of our vessels, when known, to be used as a general comparison number for the overall size of the vessel. *North Star's* certificate data, shows her GT as 21, and NT as 18."

See what happen when you are confined to quarters and

need to find something to do. I probably could easily have gone years and not worried about what the gross or net tons of *NSII* was.

That now out of the way. I moved on to something that Mel Owens sent me the other day. Mel is a terrific resource for Classic Yacht history. His family, without a doubt, has nurtured a classic yacht longer than any of us and he, personally, has picked up a lot of tales about the subject along the way. So, I was interested to read his latest contribution and, as it turned out, it piqued my interest to poke around a bit and learn a little more.

Below is an ad in *Pacific Motor Boat* on a new yacht model (a fifty-five footer) that Stephens Bros. started to produce with the first model rolling off the ways in 1931. The production of this new model was a bold move for the company at the beginning of the Great Depression, and as you can see, only 4 yachts of this size were built in quick succession and then the model was shelved. Two of the four yachts survived World War II that I know of.

The first one off the line was *Tappawinga II*, (Hull #596) and she was a member of our fleet back in the 1990's and then sold. Anyone know what happened to this one? Number 2 was *Virginia Ruth* (Hull #597) and I couldn't find anything more about this one. Number 3 is the one featured in

this ad (Hull # 598). This yacht cruised down the coast to take up residency in Southern California, and according to the ad berthed at the California Yacht Club in Wilmington. It was later renamed the *Panacea* and con-

continued on page 7

continued from page 6

scripted into the Navy as YP 605 in 1942. Mel provided a link to the yachts that were put on active duty during WWII and it looks like she was decommissioned by MARAD (US Maritime Administration) in 1946, and then possibly scrapped. The last of the series (Hull #599) had a much brighter history. *Sea Dog* was owned for many years by Southern California CYA members (#576) Martie and Jim Butz. *Sea Dog* was sold and moved up to the Pacific Northwest for awhile. More recently, the yacht was again sold and moved back down to Northern California where new owners Rand Siegfried and Andy Cunningham berth her at the Sausalito Yacht Harbor. So, the story of the Stephens Fifty-Five still has some missing chapters. Since we are not yet out of the pandemic, those of you still sitting at home and willing to engage in a little research, see if you can run down some additional details of these yachts, send them to me and I will publish your finding in the next issue of *Currents*.

Opening Day on the Bay is quickly approaching (Sunday, April 25th) and it looks like this one will take place in real time as it has in past years.

The official PICYA notification of this event follows:

“Dating back to 1917 and organized by the Pacific Inter-Club Yacht Association, the parade runs 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. Any vessels can take part as long as they register beforehand. Some boats will be decorated to this year’s theme “Back in the Day on the Bay.” This theme is open to many interpretations. Some may chose to depict one of the over 100 previous themes of Open Day on the Bay from yesteryears. Others may dream up scenes from previous nostalgic Bay happenings. Some

License #0E32738

TWIN RIVERS

MARINE INSURANCE

AGENCY, INC.

“Your Boat Insurance Specialists”

- Shop Your Renewal & Save – Flexible Survey Requirements
- Broad Navigational Areas • Liveaboards
- Agreed Value Policies • Fuel Spill Liability
- Classic Yacht Coverage • Commercial Marine Insurance
- Get A Quote Online

Marine insurance made simple, affordable and effective. Years of unbeatable experience to match your needs to the right product.

www.BoatInsuranceOnly.com (800) 259-5701

“Ask us about our Classic Yacht Insurance Programs”

7 Marina Plaza • Antioch, CA 94509 • At The Antioch Marina

Latitude 38°-01'10" N – Longitude 121° 49'10" W – Buoy 4 Red – On The San Joaquin River



boats will fly flags and streamers or just join in the parade not decorated.”

Since *North Star II* has been berthed back at Oxbow Marina, I will not try to make it to the Bay for this. Rather, weather permitting, I would like to join up at the San Joaquin Yacht Club on Bethel Island and participate in their Opening Day on the Delta on Saturday the 24th. This was an event in past years that many of us in the club enjoyed every year. Bob Partridge had known Art Mirassou, of the wine making family, and Art for many years invited us to stay the weekend on his docks at Sand Mound Slough for the Opening Day weekend. Bill Wells has all of the stories of our times at Art’s dock but it was always a lot of fun. When Art passed over the bar, his significant other Mimi Miller continued to host us, but that ended with Mimi’s death a few years later. We tried keeping the annual event going but it became tough to find berthing for us and a place where we could put on our great pot luck dinners. This year the San Joaquin yacht Club has extended an invitation to the club to participate in the parade, and I am anxious to give it a try. I am hoping that many of our Delta yachts will also come down for this event, and that we are blessed with good weather.

It looks like we may be over the worst of the pandemic and boating will again return to something like normal. Commodore Sesar has planned a great schedule of cruises for the year. So, keep your fingers crossed and I will look forward to seeing everyone out on the water.



Now you have a choice when shopping for insurance.

We have multiple companies that can offer a wide variety of coverage.

- Liability Only Coverage
- Diminishing Deductible
- Discounts for Multiple Boats
- Discounts for Good Credit Scores

1.800.894.9224

www.woodenboatinsurance.com

Dispatch from the Delta—by Bill Wells

It looks like the Delta is opening up, restaurants are offering some indoor seating and people are out and about. The Delta Chambers is planning its first business mixer since last year at the Ryde Hotel, always a fun place to hang out. Drop by at 1800 hours on the 14th of April if you are in the area. Tell them you are a friend of Bill W.

Stockton Yacht Club is holding their opening day on April 10 with a theme of “Disney on the Delta”. Call the club at: (209) 946-9259 for more information. The parade is always followed by a great dinner at the club.



Boats at Sandmound Slough, Mimi Miller's home circa 1999

The San Joaquin Yacht Club (SJYC) is holding their opening day on April 23rd. This is another excellent parade. It starts at the clubhouse and proceeds clockwise around the island taking a couple of hours to make the journey around Bethel Island. The residents of the island are very appreciative and turn out on their docks and patios to watch and cheer on the boats as they pass. Call (925) 766-3832 to register or for more information.

I attended my first opening day at the SJYC in 1994. At the time I kept my boat at Arrowhead Harbor in the west Delta. My girlfriend and I left Arrowhead at the crack of dawn to get there for the start of the parade. It was an uneventful cruise for the first ten miles until we got to the Rio Vista Bridge and hit a solid wall of fog.

We hove to for a while pondering what to do when suddenly the fog raised like a curtain and we had almost unlimited visibility. We got underway and cut over on Three Mile Slough and across the San Joaquin to False River. We arrived at the club just as the parade began and fell into our place in line as if we had planned it that way.

Mimi Miller let the Classic Yacht Association use her dock on Sandmound Slough

whenever we were in the area. There was a floating cabin at the property too. It had a shower and a living room where we could all hang out. It was actually the late Art Mirassou's home but Mimi was the caretaker. We would have a barbecue at her house or go to the club for dinner. Tom Clothier recently reminded me of the time there was a barbecue at Mimi's and Bob Partridge (Fantasea) brought some expensive steaks. When he walked away to refill his cocktail Mimi gave the steaks to some of her friends and Bob & his wife Beverly were forced to eat hamburgers for dinner.

Mimi had a Cadillac Sedan de Ville and sometimes she would pack a bunch of us in it and go visit some of the local yacht clubs for dinner and or cocktails. Mimi liked Russian vodka so I kept a bottle hidden on my boat especially for her. After a while I forgot where it was so I was embarrassed when she came aboard and I



The Canvas Works™
SAUSALITO, CA

Design, fabrication and installation
of custom, high-quality canvas.

boat covers • dodgers • biminis • enclosures • repairs
• cushions • flooring • shade sails • canvas care

www.thecanvasworks.com 415-331-6527

continued on page 9

Dispatch from the Delta—by Bill Wells

could not find it. It turned up a few months later in the bilge, exactly where I left it.

One memorable evening several of us went to the San Joaquin Yacht Club for dinner. Mimi drove us over and I guess she forgot us as she left early and five of us were stranded with maybe a couple mile walk back to her home. Luckily Mont and Cynthia McMillen had cruised over in their new shore boat, about an eight foot inflatable dingy with a small outboard as I recall. By water the distance to Mimi's home was not even a mile. A total of seven of us got aboard, packed like sardines. The boat did not have any lights and it was a fairly dark night. We made it back without mishap and had a great sea story to tell later.

One time my niece and I were going to take my boat over for the parade and as we drove down I-5 to Ox Bow we encountered the mother of all storms. There was torrential rain and wind, the water was so deep on I-5 we were hydroplaning in my car. When we got to Ox Bow we wisely decided to just stay for the night and hope for the best. In the morning we awoke to a beautiful day and headed over to Mimi's. Dick and Mavis Engfer (*Hiltot II*) were already there and told us a harrowing tale of cruising over from Pittsburg the previous evening. Dick said there was almost zero visibility because of the rain and lightning was striking all around them while they were underway but they made it unscathed.

I am confident 2021 will be a far better year than 2020. Be sure to call the Delta Chambers hotline at (916) 777-4041 if you have questions while cruising in the region



classic service.

knowing how it was built.
having the craftsmen to keep her together.
a dedication to you being delighted with the final product.



pt. richmond 510.235.5564 sausalito 415.332.5564 kkmi.com



An Opening Day at Mimi's—the classic potluck

Experience The Delta ... 24/7 at
www.californiadelta.org

CALIFORNIA

DELTA
CHAMBERS

& Visitors Bureau
(916) 777-4041



In a year of sheltering and event cancellations the NC Fleet created the first ever virtual Change of Watch on December 6h 2020. Initially I approached the meeting with disappointment that we could not gather at the San Francisco Yacht Club in Belvedere where then Rear Commodore David Cobb had arranged for a fine dinner meeting in their new Cove House.

As members began to appear on screen though, smiling and many holding a glass of wine the camaraderie soon evolved. The conversation moved naturally among the participants, some attired in yachting blazers and Per Hammarlund looking splendid in his tux. Stories were told of individual trips in Classic Yachts, ventures to the Delta including Grindstone Joe's and the Stephens Rendezvous and proud tales by skippers of restoration of their Classics.

After an hour of socialization Master of Ceremonies Jim Sweeney moved us into the business portion of the meeting. Nancy Clothier offered the invocation and eight bells were struck honoring our members, Mavis Engfer, Gig Owen and Janis McNair, who passed over the bar during the year. The Pledge of Allegiance was led



by Bill Wells with a flag proudly displayed at his site.

Gerry Kamilos, Rear

Commodore of International, brought us up to date on the organization's pending plans and activities. Then in the formal ceremony introduced to us in past years by Staff Commodore Martin McNair, Rob Sesar was inaugurated as our incoming Commodore for 2021. We also welcomed Dan Hunter to the Bridge for his first year, installed as Rear Commodore.

As we all headed toward dinner at our separate locations my disappointment turned to admiration for the commitment and resiliency of the fleet finely represented at the 2020 COW.

10% CYA Discount

**HAUL-OUT
PAINTING
REPAIRS**

Mike Linder
2360 Marinship Way
Sausalito, CA 94965
(415) 332-5744
Fax (415) 332-0938

Mel Owen's Dad as Commodore of the PICYA in 1941. From Mel's extensive archives.



Upcoming Events

Opening Day on the Delta, Saturday,
April 24, 2021
Robert Bernhard, Chairperson

Opening Day on the Bay, Sunday,
April 25, 2021
Steve Kadzielawa, Chairperson

American Graffiti, Petaluma,
May 15, 2021

San Francisco Yacht Club Cruise-in,
TBD, David Cobb, Chairperson

Vallejo Back into History,
TBD

Grindstone Joes, August 22, 2021
Scott Andrews, Chairperson

Grand Mansion Delta Cruise
TBD

Classics at the Corinthian, TBD
Gerry Kamilos, Chairperson

Lighted Boat Parade San Rafael, TBD
Steve Kadzielawa, Chairperson

Change of Watch, TBD
Dan Hunter, Chairperson



**WEST COAST CANVAS
& YACHT SERVICES**

REFIT & UPGRADES FOR SF BAY & THE DELTA

TOPS CANVAS UPHOLSTERY FLOORING LARGE WORKSHOP
IN-WATER DOCKAGE LARGE LOT FOR TRAILER BOATS

NEW FULLY OPERATIONAL LOCATION NEXT TO DELTA MARINE YACHT CENTER
AND J&H MARINE, PROVIDING THE SAME LEVEL OF QUALITY WORKMANSHIP
THAT HAS BEEN EXPECTED FOR THE PAST 38 YEARS.

WE MOVED West Coast Canvas & Yacht Services
Tower Park Now Located In Stockton
1242 W. FREMONT STREET, STOCKTON, CA 95203
(209) 333-0243 WestCoastCanvas.com



2380 Bay St.
San Francisco, CA 94123

2021 Northern California Fleet Bridge Officers

Rob Sesar, Commodore, David Cobb, Vice Commodore

Dan Hunter, Rear Commodore—Bernadette Sweeney, Staff Commodore

Nancy Clothier, Corresponding Secretary—Erika Hammarlund, Recording Secretary

Bill Adams, Treasurer

Roberta Montero, PICYA Representatives

Alan Almquist, Newsletter Editor

International Representatives—Gerry Kamilos and Scott Andrews

Rob Sesar, Historian

CLASSIC CURRENTS

PLEASE SEND ARTICLES, PHOTOS OR "For Sale" to: Alan Almquist almquist.alan@gmail.com.

CLASSIC CURRENTS IS PUBLISHED 3 TIMES A YEAR: *MARCH, JULY & NOVEMBER*

Next deadline for articles is June 15, 2021.

