

Classic Currents

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



ISSUE 2—2021

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Commodore's Report—by Rob Sesar

Opening Day on the Bay on April 25, was another adventure on the San Francisco Bay. Fog, rain, sun, wind and waves in many combinations. The CYA managed to get three boats (*Calafia* - Michael Weber, *Pat Pending* - Mel Owen and *Skal*, on station and lead the parade. We won a second place for decorated fleets. Next year I am hoping we can get most our fleet to rally to David Cobb's flag and finish in front of those pesty St. Francis Yacht Club sailors.



Allura on Opening Day—Blessing of the Fleet

For the first time in 12 years, I drove to the Pittsburg Yacht Club. Not having a boat in the harbor for a meeting was a strange feeling. The PICYA meeting on June 7, was well hosted and a grand time. To finally have the long time faces looking at the new faces was long overdue. The most exciting news was that increases in state boat fees has been cut way back by the efforts of the boating community. A lot of clubs are experiencing a growth in membership.

chooses the owner not the other way around. It was nice to finally meet up with Greg Sabourin owner of *Skal's* sister ship *Killara*. We motored *Skal's* new tender under the bridges to the Petaluma Harbor to say "hi" to her.

The Petaluma cruise out was held on June 11-13. *Catherine E*, *Flamingo* and *Skal* made the trip up the newly dredged Petaluma River. First time I have seen *Catherine E* (George Homenko) and without other boats around her. She is magnificent. *Flamingo* (Steve and Cheryl Kadzielawa) is the boat we all want but would not know what to do with her. Steve and George help prove my feelings, the boat



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

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With Scott Andrews and Susan Takami (Makoto) there also, we had all three owners of the remaining Stephens 34 West Coast fleet together. Someday we will get the three boats together again. Patrick Welch, owner of Triple Crown rounded out the field of participating members without boats.

I believe the more we get to know our classic vessels, the more we love and appreciate them. To that end, uncovering their history I find fascinating and preserving these ageless gals an honorable cause.

Saturday turned out to be a lesson in *Skal* history for me. I met with John Johnson and four of his children for a big part of the day. We hit it off and John and his family, all of whom, are welcome on our boat anytime. Again, proving the boat chooses the owner.

Together we were able to put most of the ownership of *Skal*'s time line together. It is fun to now have a "partial" timeline. Would love to see this information on the fleet. We are planning on scanning all the historical documents the CYA has so we all can use it to research our boats. The following is the short list.

1928 - *Skal* was launched ahead of her two sisters

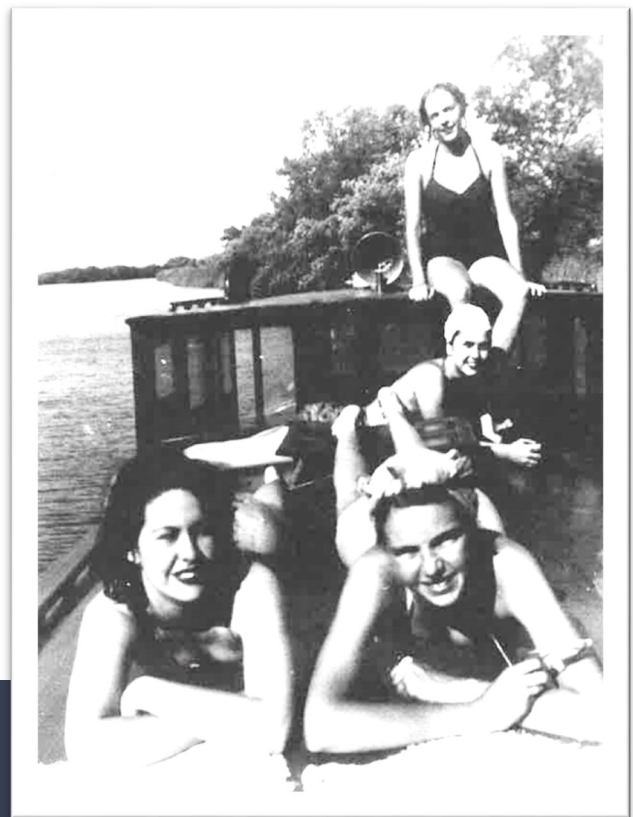


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with earlier hull numbers. Comparing *Skal* to her two remaining sisters in the bay area, her rail is about four inches higher above the water line even with the added concrete ballast. One can only speculate why the rush and change in dimensions.



1929- February 4th – Stephens Brothers sold her to W.D.M. Shuman and W.M. Hendrickson Jr.

1929 – Shuman and Hendrickson returned *Skal* to Stephens Brothers as outlined in the contract for a full refund. Through the Depression and

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war years there is no record except for June 1944. *Skal* remained in the Stephens Brothers boat yard for the next 25 years. She was used as a show piece model boat and often used by the Stephens family.

1944 - June - While troops landed on Normandy, Barbara and Evie Stephens took *Skal* on a 4-5-day cruise around the Delta including Grindstone Joe's, where they met with Joe. We have letters where they commented on seeing the prisoner of war barges on the delta. In the photos the third windows and butterfly skylight have been added and the boat had been left to weather. The boat was refinished and the pilot cabin expanded with roof deck shortened between 1944 and 1954.

1954 - Jamison Bater bought *Skal* from the Stephen's boatyard. Mr. Bater kept a complete log from 1954 to 1977 that we still have. The log book is full of adventures.



John Johnson and Family

1977 - December 8 - John Johnson bought *Skal* from Jamison Bater. Johnson raised five kids on *Skal* over the next 21 years. He made a fold out double bed for the pilot house, the

four daughters slept in the four bunk beds while the one son slept in the ski boat they towed everywhere. No wonder the family is still very close.

1998 - February 4 - Robert Edmiston bought *Skal* from John Johnson

1999 - In a letter to John Johnson, Bob Edmiston wrote, "I possess the right combination of skill, attitude, boating experience and reverence for quality that is necessary for one to own such a boat. I look upon *SKAL* as I did upon the forest, I lived in. One gets to be the steward of such treasures and is honor-bound to preserve them and keep them safe until the stewardship ends and then carefully must

pass them on to another worthy steward in the belief that they can go on forever if conditions permit the successive stewards to be of high quality." It is strange that he wrote so heart felt about our mission in the Classic Yacht Association, but was never a CYA member.

1999-2005 - the paper records are vague on *Skal* ownership. Sometime after 1999 the brass pump facets and icebox where removed. A pressurized water system and holding tank where added.

2005 (Prior?) - Elise Brewster and Mark Andrew Manske purchased *Skal*. We know Napa did work for Brewster in 2005 and 2007. From October 2009 to June 2010 *Skal* was at the Napa Valley Marina having work done. The boat bottom was refinished with rot repair. A glass bottom was installed. The Chrysler motor was removed and replaced with the Yanmar. We have most of the yard slips for the work that was done after 2009. She was used as a live-a-board in the Berkeley Marina as there was only 50 hours on the engine at the time she was resold.

2017 - October 7 - Robert Sesar and Roberta Montero bought *Skal* from Brewster and Manske. I do not find it odd at all that Johnson, Edmiston and Sesar all picked up *Skal* at the Berkeley Marina.

Part of the many reasons I had in joining CYA was the link to the past and preserving history. You never know what you will find when cruising out with other members. I am hoping that I will receive

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more photos and bits of information as the time goes by so we can only add to the *Skal's* time line and than pass it on to the next caretaker. I encourage everyone to heed Bob Edmiston's words and be good stewards of our fleet.

Robert Sesar, Commodore Classic Yacht Association Northern California

CLASSICS AT THE CORINTHIAN,
a classic motor yacht show
Show Sept 11th 2:00 to 5:00 p.m.
Cruise-In September 10th, 11th, and 12th
By Gerry Kamilos

"Life begins at the edge of your comfort zone."
Mark Twain.

On September 11, 2021 The Corinthian Women will present the 10th annual classic motor yacht show of some of the Northern California's finest restored classic yachts in conjunction with the Northern California Fleet of the Classic Yacht Association (CYA); Classics at the Corinthian. A squadron of the Classic Yacht Association Northern California Fleet will cruise into Tiburon harbor and be open for dockside tours by Corinthian members and guests on Saturday, September 11th, from 2 to 5 p.m. These meticulously restored power vessels span fifty decades of history, dating from the "Roaring Twenties" to the 1970's. Visitors will be welcomed aboard with complimentary refreshments and beverages.

Invitations have been mailed to all Northern California Fleet members inviting both members and yachts. Bring your yacht either Friday September 10th or Saturday September 11th and participate in the show from 2pm to 5pm. There is a \$20 show participation fee for each yacht. Dockage available



from Friday through Sunday.

After the show, CYA members, their guests, and

other members of the Corinthian Yacht Club will join together for an evening dinner at the Corinthian's specular dining room (\$60/person). There is limited dockage space, so please send in your reser-



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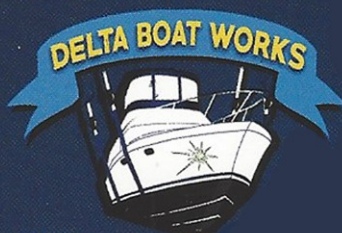
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vation forms you will receive by mail as soon as possible. If you have any questions please do not hesitate to contact the Event Chair, Gerry Kamilos, at either gkamilos@kamilos.com or at 916-802-8070.

2019's event had 9 Bristol yachts on display and was well attended with over 80 visitors and 30 guests for dinner. Please send in your reservation forms; this is a fun event in a beautiful setting.

.PICYA meeting notes from May 10th, 2021
The meeting was hosted by Oyster Point Yacht Club in South San Francisco.

We voted in and approved two new members to PICYA:
Pacific Cup Yacht Club (formed to run the Pacific Cup race from San Francisco Bay to Hawaii) Sea Valor (a non-profit organization and square rigger dedicated to helping improve the quality of life for those with physical or emotional wounds).

PICYA gave funds to the RBOC, a lobbying organization for California boaters, for their fight against the extraordinary proposed increase for California boat registration fees.

The June 7th PICYA meeting hosted by Pittsburg Yacht Club was well attended, the first “hybrid” meeting of “in-person” Delegates (22 Yacht Clubs were represented) and those attending via Zoom (24 Yacht Clubs were represented). It was a celebration of the easing of the pandemic restrictions that allowed in-person meetings to take place again. The members of Pittsburg Yacht Club welcomed us royally at their beautiful clubhouse, put on an excellent dinner for us and provided the ambiance that made this meeting a great success.



Events Summary

PICYA Commodore Patti Mangan welcomed all of the delegates, and then spoke of the previous day’s 360 Cruise out of the San Joaquin Islands between Isleton and Stockton. This cruise featured an excellent travelogue that all boats had

access to. Given the success of this format, Commodore Mangan suggested more “Island Day” cruises in the future.

The “Opening Day on the Bay” awards ceremony was next, with CYA receiving a second place Trophy in the Flags and Streamers category. CYA Commodore Rob Sesar was present to accept the award.

The next PICYA meeting on July 12th will be held at Loch Lomond, which also has a reputation for an excellent welcome and dinner.

Scheduled Events include the Lipton Cup Event on June 18 – 20, a one design sailing race in the SF Bay using J22’s hosted by the Encinal Yacht Club. The Wheelchair Regatta (featuring Veterans) is currently scheduled for Saturday, September 25th also hosted by the Encinal Yacht Club, with family members welcome.

Report from Recreational Boaters of California (RBOC)

Good news . . . as you may recall, the California Boat Registration Fees were scheduled to increase 250% as early as July 2021. That increase was pared down to a 100% increase, largely the result of the effective lobbying efforts by Winston Bumpus, RBOC President, on our behalf. The new fees will increase the cost of a two-year California recreation-

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al boat registration from \$20 to \$40, and applies to all boats over 8 feet (!). Winston was also successful in persuading the legislative and senate subcommittee to allocate \$30 million annually over the next three years to the boating fund AND create a “stakeholders process” (i.e., boaters get to decide what to spend it on). In the past, revenue generated by these boater fees has not been placed into the Harbors and Watercraft Revolving Fund.

Lastly, a note that False River is now closed again by a wall of rocks (given drought conditions). Currently there is no money set aside in the budget to remove them (!!), a strong reason to support RBOC and their advocacy on our behalf.

Visit Grindstone Joe’s by Scott Andrews

We have confirmed the CYA cruise-in to Grindstone Joe’s for the weekend of August 20-22. If you have been to Grindstones in the past, we welcome you back. If you have not visited before, please plan to attend. It is a magical place, and a wonderful Del-



Aerial view of Grindstone Joe’s

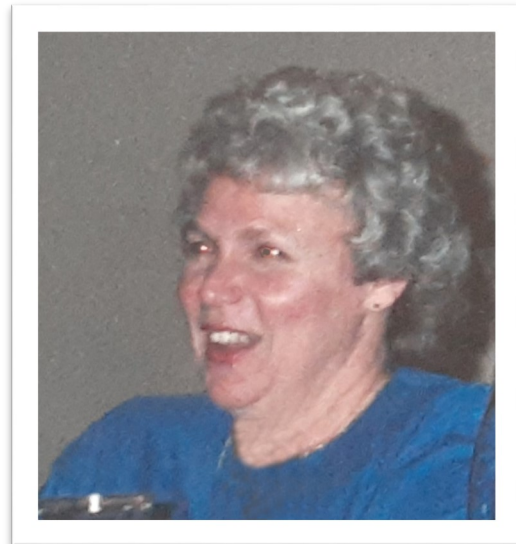
ta cruising destination.

The island has seen many improvements

over the past 2 years, including an on-site ambassador, a new water system, a new septic system, upgraded party deck furniture, and new glass tabletops and countertops for the picnic tables and food preparation areas. Broadband WiFi is available for a modest fee. Many Grindstone’s members choose to stay at the island for extended periods. If you are interested in arriving early, or extending your stay for a few days, please contact Scott Andrews or Gerry Kamilos.

In Memory

After the visit of the Johnson Family in Petaluma, we learned that Patty Johnson, John’s wife, passed away. John and Patty were active members in the Classic Yacht Association during the 70’s, 80’s and 90’s. They raised their family on *Skal*, (see Commodores Report). I found a picture of Patty attending a Change of Watch in 1990 or 1991. John and Patty are life members in the CYA. Our sympathies go out to the Johnson family.



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A big round of applause to all the boaters who celebrated the “opening up post-pandemic” boating events that have kicked off the 2021 season. While our attendance at some of these events has been small our presence was felt from Opening Day on the Bay and Delta, to Petaluma. Thanks, Rob and Roberta for your continuing enthusiasm and hard work to make this comeback year a great one to remember. Up coming is our cruise



Mel Owen an Grandson, Wescott

In my column for this issue I sort of wandered into a topic I really don't know much about but the more I dug into it the more fascinated I became with the subject of sailboat racing on the Bay, and not just the high tech stuff that the multibillionaires are doing with the “America's Cup,” but sailboat racing of classic yachts. I am sure that everyone has heard of the Master Mariner's Benevolent Association, as a group it has been around maybe a bit longer than the CYA (actually since 1869) and the price of membership is ownership (or interest) in a classic sailboat. I first learned a little bit about classic sailboats from participating in a Stephens Rendezvous in Stockton in 1996 at Village West Marina that was then organized by Gene Moore. In the brochure of the boats attending that event, Gene found the names and owners of all 19 Farallone Clippers, 38 foot sloops that Stephens Bros. built from 1938 through 1958 and Gene invited them all to attend. My memory fails me if any of them actually did show up, but then it is a long trip up from the Bay to Stockton in a sailboat. My next encounter with the Farallone Clippers was at

to the San Francisco Yacht Club and Bridge meeting which I hope will be well attended. The SFYC always puts themselves out for us, the ambiance and camaraderie at the club is not to be missed.

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Gary Clausen

Bob Wilkerson

the Corinthian Yacht Club about three years ago when a group of three young men asked to come aboard NS II to take a look at her during our open house hours that day. Conversation got around to the boat that they were on and it turned out to be one of the Farallone fleet. The owner Brian Boyd had purchased the boat a few years back and converted the power plant to electricity which I thought was pretty neat. I have kept in occasional contact with Brian ever since, and that's how I found out about what I am going to tell you now.

Each year on the Bay since around 2008, the “Triple Crown” of classic sailboat races gets underway. SFYC partnered with the St. Francis Yacht Club and the Master Mariner's Benevolent Association to establish a series championship to continue to nurture and promote the historical role of these beautiful watercraft on our Bay. First off is the **Master Mariner's Regatta**. This year the races fell on Saturday May 29th from 11 AM to 6 PM. The sponsors luncheon was held at the StFYC on Friday, May 21st. The Regatta started off the City Front and was followed by festivities at Encinal YC afterward.

The second race in this series is the Belvedere Cup sponsored by the San Francisco Yacht club scheduled for September 11th, originally called the **Belvedere Classic and Great SF Schooner Regatta**. Wooden sailing ships have played an important role on San Francisco Bay since the early 1800s and this event places them once again at the forefront, with a beautiful sailing race and a celebration of our rich nautical history.

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Organizers John Swain and Angie & Alan Olson, innovators of the *Call of the Sea* marine educational association and visionary builders of the tall ship *Matthew Turner*, decided to open the regatta to all classic vessels, regardless of rigging.

Members have an exciting opportunity to view these beautiful yachts on Friday evening, September 10, and there will be a post-race party with a no-host barbecue and live music Saturday afternoon. This is a special chance to get up close and personal with the early years of Bay Area yachting



2021 Master Mariners Regatta showing three yachts of the Farallone Clippers fleet. Left to right: Credit, Quessant, Mistress II, VIP

The final race in the series is the **Jessica Cup** sponsored by the StFYC . Races will be conducted on the SF City Front using the StFYC race deck for starts and finishes. Open to all classic yachts with

overall length of 30 feet, and, once again, features the Farallone Clipper 38 footers built by Stephens Brothers. Both Theo and Barre had great interest in Bay racing decided to enter into the competition to build a new class design sailboat. Eight original boats were built prewar, another 6 new boats were added between 1955-1958, and five more were built after 1958. Construction ended when fiberglass boats took over.

Thanks to Mel Owen and John Swain in their help in providing information that I have used in putting this column together.

More information can be found in an article by Bill Belmont (2001). "Farallone Clippers: A Tale of Class Development and Adaptation. *Wooden Boat Magazine* issue #159

Being a member of the Encinal YC I get the monthly newsletter that advertises club events, and one of the biggest events of the year is a race called the Lipton Cup. This Cup has quite a history of classic yacht races. Sir Thomas Lipton, a British multi millionaire, was involved with the America Cup races (never winning them, by the way, but spent a fortune trying. A footnote Barbara's cousin beat him three times during the 1930's) first came to San Francisco Bay in 1912 to compete in 12-meter racing at the Panama-Pacific International Exposition in 1915. WWI interrupted plans but the Lipton Cup was raced in 1916, 1918, 1919, and 1920. At that time, the Cup was won by John Hanify. With the death of Hanify, the 12-meter class also collapsed and the Cup itself was "lost" for 40 years. PICYA regained control of the Cup in 1960 when it was found at the Olympic Club. Tragedy hit when the Cup melted in the St. Francis YC fire of 1976. Then a new trophy was built in the image of one of the 12-meter yachts. The trophy is on display at the St. Francis YC.



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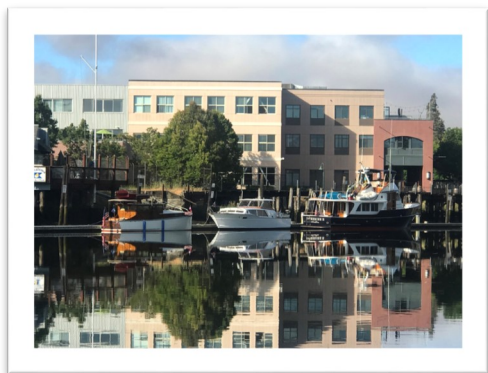
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Around the Bay —by Alan Almquist



The Encinal Yacht Club hosted the 2021 Lipton Cup Regatta in association with PICYA San Francisco Bay, South Beach Yacht Club, and St Francis Yacht Club on June 18-20. This annual event promotes friendly inter-club rivalry among Bay Area yacht clubs and camaraderie for our sailing community.

2021 Petaluma Cruise



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Dispatch from the Delta —by Bill Wells

The various opening days are history. Alan was kind enough to invite Sue and me to attend the opening day at San Joaquin Yacht club aboard *Northstar II*. Tom and Nancy Clothier met us at the club. Alan and his crew of Patrick Welch, Mike Solari, Meg Starr, Nam Hong, and David Boyd cruised over to Bethel Island from Ox Bow Marina on a beautiful morning. Alan said he took a side trip down Sand Mound Slough to reminisce the days when the Classic Yacht Association would gather at Mimi Millers waterside home for opening day weekend.

Unfortunately, our member Rob Bernhard had passed away the day before but his 1952 Matthews *Susan Gayle* participated in the parade crewed by Susan Bernhard and friends. Rob was our resident pirate so as you might imagine his boat was outfitted with square sails, cannons,

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and other pirate accouterments. Be sure to ask Alan about other details of the parade. Don't bother asking Nancy about her day as she was inadvertently left on the dock.

I was asked to be a judge in the Stockton Yacht Club and the Sacramento Yacht Club's opening day parades. They both were well attended and each accompanied by an after party and award ceremony.

After 450+ days of isolation the Delta is definitely open for business. I was very worried that some

If you visit Stockton be sure to stop and check out Village West Marina. The Pellarin brothers are continuing to improve this great marina. H2O excursions has recently opened. You can rent stand up paddle boards, water cycles, and patio boats there and cruise up to the headwaters of Fourteen Mile Slough. Also, one of my favorite places, Sunset Sweets is in the process of moving to Village West from Tower Park Marina.

With many of the lakes and reservoirs closed due to low water levels many relatively inexperienced boaters are coming to the Delta. Many of these folks are

not familiar with the rules of the road and indeed some of them seem to lack common sense. When I was in Sacramento for their parade it was chaos along the Old Sacramento waterfront. Boats were going every which way, amazingly I did not witness any collisions. Similar things are happening on the Delta highways, there are a lot of angry frustrated people out there, I try to give them a wide berth.

The animus between the maskers and anti-maskers has settled down considerably. Most places do not require masks nowadays, personally I carry one in my pocket and wear it when I enter a place where most folks are wearing them.



Susan Gayle—Opening Day in the Delta 2021

businesses would be gone forever but with few exceptions they have bounced back. Peter's Steakhouse in Isleton, The Point in Rio Vista, Bab's at the Marina and Garlic Brothers in Stockton are all open serving great meals. Don't forget Windmill Cove, since Jerry Wolfe took over a couple years back it has turned into a great venue serving excellent food and hosting some excellent music acts. Jerry has tightened security there too so it is not like Lost Isle revisited.



Northstar II at the San Joaquin Yacht Club

Upcoming Events

San Francisco Yacht Club Cruise-in,
July 16-18, 2021
David Cobb, Chairperson

Bridge Meeting, San Francisco Yacht Club
Saturday, July 17, 2021

Grindstone Joes, August 20-22, 2021
Scott Andrews, Chairperson

Classics at the Corinthian YC
September 11-13, 2021
Gerry Kamilos, Chairperson

Lighted Boat Parade San Rafael,
TBD
Steve Kadzielawa, Chairperson

Change of Watch, TBD
Dan Hunter, Chairperson



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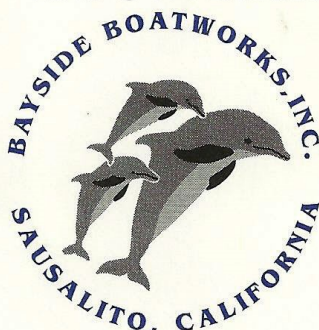


Join us at the San Francisco
Yacht Club on July 16 to 18.

Beautiful location in Tiburon.
Dinner will be served on Saturday
night, cost is \$60 per person.
Reservation required. Please contact
David Cobb at
ayrtoncobb@gmail.com

For your information, on Friday,
July 16 afternoon and evening,
Main Street in Tiburon (5 minute
walk away) is closed to traffic and
filled with open air dining, shops,
and other live stuff. It's a lovely way
to stroll picturesque Main Street
and choose to have dinner at any
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