

Classic Currents



ISSUE 2017

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

Commodore's Report *by Alan Almquist*

Here we are in mid-summer already and we are getting ready for our annual Delta cruise that has been organized by Tom Clothier and Bill Wells and promises to be a special one. Tom will report the details of the cruise in another part of the newsletter so I won't go into that here. The yachts from the Bay should be underway by Thursday August 3rd to be in Stockton and the Stockton Yacht Club by Friday night on the 4th for the kick-off weekend. The "Taste of the Delta" is sponsored by the Delta Chamber of Commerce headed by Bill Wells. Thanks both to Tom and Bill for their efforts and their long hours of work in putting this event together.

On July 15th the Bridge met for its second meeting of the year at Emery Cove Yacht Harbor. There was a hosted light breakfast on board *Aurora V* by Gerry and Karen Kamilos with both *Ahalani* and *Aurora V* opened up for viewing. The bridge meeting that took place in the harbormaster's conference room started at 1030 hour and finished up by Noon with a full agenda. We all give a round of applause to Gerry for assuming command of the fleet in my absence in June and for putting together the agenda for the meeting and organizing the venue at Emery Cove. High

lights of this meeting included updates on the next cruises to the delta, the Corinthian Yacht Club on September 9th

and the Krusin 4 Kids parade in the Bay on October 14th. Our Change of Watch event at Trader Vics in Emeryville on November 18th is being fine tuned as I write this report by Gerry Kamilos, and we are all looking forward to another great time as it was last year at this same venue.

Just in...Jim Sweeney has



Aurora 5—Blessing Vessel at the Corinthian Yacht Club

announced a revival of our Friday informal lunches with a new date of August 25th this time in South Lake Tahoe. Hope to see many of the members join us for this luncheon. More details from Jim soon.

Three CYA events that were scheduled

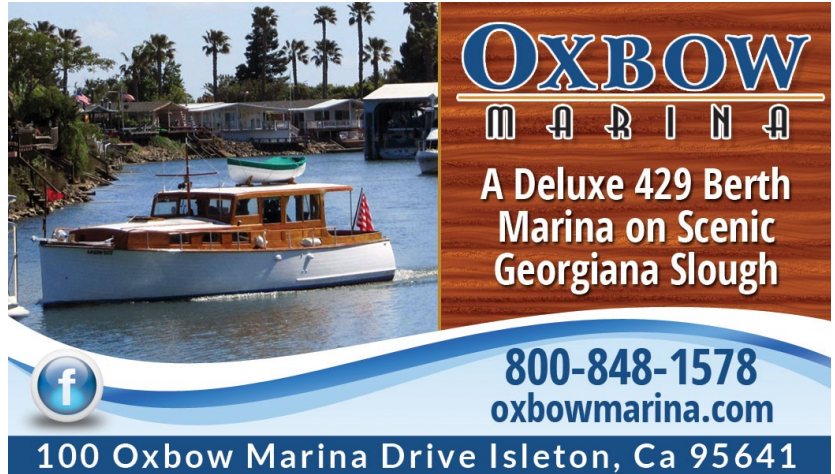
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OLD PLEASURE CRAFT

in April and May did not, unfortunately, fare as well as they have in past years. George Homenko spent a good deal of time trying to organize an Opening Day on the Delta cruise for Saturday, April 8th that included berthing at the Rusty Port-hole on Bethel Island and our participation in the annual parade around the island. The weather necessitated George to cancel this event.

Opening Day on the Bay fared much better and seven boats turned out for the parade that began around Seal's Rock near to south tower of the GG Bridge and proceeded along the waterfront in front of the St. Francis Yacht Club and Pier 39 to end along the Embarcadero. Our Fleet, thanks to organizer, Steve Kadzielawa, secured berths at South Beach Harbor on the guest dock where our over the top pot luck luncheon was served. The weather was gusty and the parade delayed for about 45 minutes or so due to a medical emergency on the Committee Boat, but we finally got underway. CYA yachts in attendance were *Califia*, *Elizabeth*, *Eslo*, *Flamingo*, *Miss 102*, *North Star II*, *Pat Pending*, and *Triple Crown*. Gerry Kamilos brought *Aurora V* to the South Beach Harbor docks after the parade as his yacht was anchored off the Corinthian Yacht Club and participated in the annual blessing of the fleet in Racoon Strait. Martin McNair who had recently sold *Allure* to Per and Erika Hammarlund came over to join us on *Pat Pending* with Mel and Gig and their crew. We are confident that Martin and Janis will continue to be a part of the CYA even though for the moment they are new associate members. Actually, the McNairs do own a boat, a rather nice houseboat, but it is permanently tied up at Grindstone Joe's in the Delta. As I said the winds were a challenge tying up at South Beach Harbor especially for the larger yachts but the pot luck



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went on anyway with the tablecloths blowing and paper plates flying.

Weather again and very shallow water in the turning basin at Petaluma worked against us in putting together a sizeable turn-out for the *American Graffiti* cruise-in over the May 19-21 weekend. The Petaluma basin, as well as the main channel from the Bay to the mouth of the Petaluma River are badly in need of dredging. Only one boat, *Eslo* braved the elements but others arrived by land cruiser to enjoy a great dinner Saturday night at one of the local restaurants. If the basin isn't dredged pretty soon the mud will cover the basin and that will be the end of that. Members of the Petaluma Yacht Club are working diligently to get some action on dredging the basin, but as usual the town cries poor and there doesn't seem to be much hope of funds coming from the Feds either. The weather and mud didn't stop the classic cars from attending the event and the main streets of Petaluma were closed off for visitors to view some truly spectacular restorations of these vintage automobiles and the end of the event parade around the downtown is something not to miss.

Finally two congratulations are due. First, as I have mentioned, Per and Erika Hammarlund recently purchased *Allure* from Martin and Janis McNair and the Hammarlunds have been busy working on the yacht and becoming proficient in its operation. We would like to warmly welcome the Hammarlunds to the CYA and the Northern California Fleet and look forward to seeing them at the upcoming events. Second, I want to congratulate George Homenko and Candace Gable for tying the knot July 26th. Best wishes from all of us on this occasion. Best wishes for a great summer of boating.



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Dispatch from the Delta — by Bill Wells

Tickets are still available for the 16th annual Taste of the Delta at the Stockton Yacht Club on August 5th! This is always one of the greatest Delta parties of the year. Eight boat slips have been secured for the Classic Yacht Association; we could probably get more if needed. This is a fun day of wine and food tasting on the shady grounds of the Stockton Yacht Club.

Stay for the weekend. If you have not been there before by boat it is a pleasant trip up the San Joaquin River almost to the city of Stockton and make a turn to the port at the Calaveras River, you can't miss it as Joe Faso's Statue of Liberty is right on the point. From there it is just a few hundred yards upstream to the club. The club is having a dinner after the Taste of the Delta. They always have good food. There is plenty of parking for land yachts too. Dinner reservations can be made through Linda Wilson at 209/481-3767.

Thomas Clothier is coordinating things on our end 415/823-1216.

We are also invited to the Stockton Yacht Club for their Classic Car show on Labor Day Weekend. This is also a fun event, you will be surprised at the interesting cars that show up for this. The CYA has had a good presence

here in years past and once again the club will be excellent hosts. Randy Welch is the coordinator at 925/785-5655.

The invasive plant situation is pretty well under control this year thanks to aggressive pesticide action by the Division of Boating & Waterways (DBW) along with a lot of



Opening Day 2017 Flamingo, North Star II and Eslo

water flowing through the system this year. A few short years ago the Delta was almost buried under water hyacinth, after a huge public outcry and some management changes at DBW the situation is much better. Use caution if you anchor in a back-water with low current flow.

These are areas

where egeria densa grows, it generally is not visible on the surface but forms an underwater blanket that can keep your anchor from reaching the bottom. Using a heavy anchor and all chain rode seems to work well.

Barron Hilton put on his 59th annual Independence Day fireworks show on July 4th. This is spectacular every year with a barge load of fireworks brought in to Mandeville Tip. Hilton started the display when he set off fireworks for his children in 1958 and passing boats stopped to watch. Now it is like a waterborne "Burning Man" gathering with some 3,000 boats making it a weeklong festival. The Coast Guard and local law enforcement make sure things do not get out of control. Unfortunately this year due to health problems Mr. Hilton himself was unable to attend his own party.

There is plenty of good boating weather left. I hope to see you out on the water!



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The meeting was held June 5th at the Half Moon Bay Yacht Club. The following noteworthy items of business were discussed:

2017 PICYA Yachting Yearbooks have been printed and distributed.

Applications for the PICYA college scholarship awards for high school graduates are due June 15th. The application form can be downloaded at PICYA Scholarship Application 2017.pdf. Sufficient funding is now available for four awards of \$2,700 each. Tax deductible donations toward this worthy program are always welcome.

Encinal Yacht Club is holding an all-day "Summer Sailstice" event June 24th. It will be open to the public and include a wide variety of recreational boating displays, rides, contests, races, speakers, seminars, and live entertainment.

The next PICYA Management conference is scheduled for September 9th at the Loch Lomond Yacht Club.

The annual Margot Brown Wheel Chair Regatta honoring disabled veterans will be on September 23rd at the Encinal Yacht Club. As many as 350 from Yountville and other veterans homes will be taken aboard PICYA volunteers' yachts for cruises on S.F. Bay. Donations of personal care products for the veterans are encouraged.

Nominations are being requested for the 2017 PICYA yachting awards.

Real estate developments continue to threaten marinas and waterfront facilities vital to recreational boaters. The Council of Redwood City recently voted to close the 60 year old live aboard community of Docktown. Two lawsuits are pending in opposition. Visit www.sfbaymarinasforall.org, "Docktown USA" and "Save Docktown" on Facebook for more information and recommendations to deal with this issue. The RBOC is working with communities to oppose the displacement of marinas by eminent domain and re-zoning, which is sometimes falsely promoted as a means to facilitate construction of low income housing.



PICYA Representative, Jim Sweeney, receiving the trophy at the Stockton Yacht Club.

Other current RBOC activities include:

1. Oppose proposed increase for ethanol blending in gasoline (from 10% to 15%).
2. Oppose proposed ban on copper bottom anti-fouling paints until a viable alternative is established.
3. Stopped the new vessel operator certification program from being managed by the California Department of Motor Vehicles and kept it under direction of the Department of Boating and Waterways.

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4. Oppose the proposed boating ban on open containers of alcohol aboard recreational vessels.
5. Accepted the inclusion of marijuana as a viable BUI ("boating under the influence") factor.
6. Developing resources to manage the Delta's water hyacinth infestation. (It has been determined that the invasive plant cannot be eliminated but can be controlled.)

The RBOC is always ready to get the word out concerning its activities and if invited will attend club meetings and make presentations. Donations of funding support are necessary to sustain RBOC's work and are greatly appreciated.

The delegates meeting for July 10th was held at the Stockton Yacht Club. The next delegates meeting is scheduled for August 7th at the Sacramento yacht Club.

The PICYA's Claude H. Benham Memorial Attendance Trophy for commendable participation in Opening Day on the Bay was presented to the Classic Yacht Association Northern California Fleet during the July 10th Delegates meeting at Stockton Yacht Club. The trophy is awarded each year based upon a combined point formula taking into account the percentage of each club's PICYA eligible yachts and distances navigated to the parade.

The PICYA congratulates all skippers of the beautiful Classics who earned this award. It is likewise a tribute to the efforts of our Opening Day event coordinator Steve Kadzielawa.

Jim Sweeney computed and submitted our application and accepted the trophy on behalf of the NC Fleet. Bernadette Sweeney, Bill and Sue Wells attended the presentation and Bill photographed the moment.

SAVE THE DATE

This year's "Classics at the Corinthian" show will be held on September 9th. We anticipate another fine weekend in scenic Belvedere-Tiburon displaying our Classics in the Corinthian Yacht Club harbor and enjoying dinner amid kindred spirits in the Members Dining Room. Full registration details will be provided as the date approaches. Slips are generally limited for this show so plan to submit your reservation promptly in order to avoid disappointment.

Jim Sweeney

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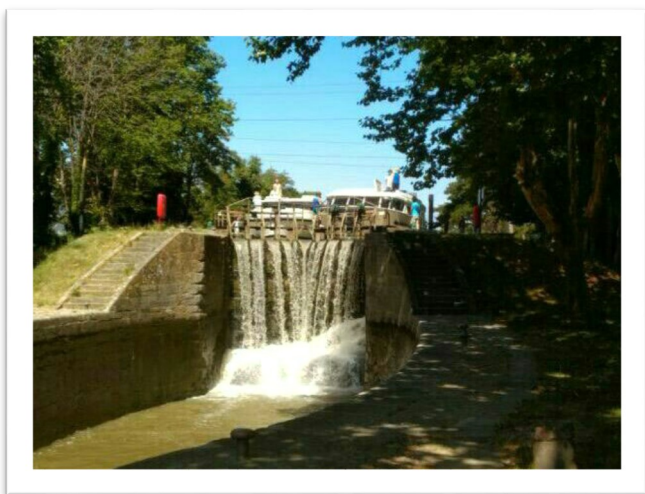
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This June CYA members of the Northern California fleet braved the airways on a plane that couldn't possibly fly but did (and well at that) the Airbus 380, a double decker aircraft holding over 500 passengers and capable of mach .85, that landed in Paris. The adventurers, Tom and Nancy Clothier, George and Candace (soon to be this month) Homenko, Steve and Cheryl Kadzielawa, and Alan Almquist along with Eric Luse and Cassandra Walker made our independent ways down to the city of Toulouse. From there we used trains and taxis to the staging port of Homps, where we began a seven day cruise along the beautiful and world heritage site, the Canal Du Midi. Construction of the canal was begun in the 1600's and was at the time considered one of the greatest construction works of the 17th century. The **Canal du Midi** is 241 km (150 mi) long canal in southern France. Originally named



the *Canal royal en Languedoc* (Royal Canal in Languedoc) but later renamed *Canal du Midi* by French revolutionaries in 1789. The canal connects the Garonne River to the Étang de Thau on the Mediterranean and along with

the 193 km (120 mi) long Canal de Garonne forms the Canal des Deux Mers, joining the Atlantic to the Mediterranean. The Canal du Midi section of this long waterway runs south from the city of Toulouse down to the Étang de Thau near the Mediterranean.

There are numerous ports along the canal and all except for the last three became stopovers for the voyagers. The journey, at a governed speed of about 5 knots, began at Homps, which was one of the most important ports on the canal and ended at Castelnaudary to the north of Homps. The port at Castelnaudary, the *Grand Basin*, was built between 1666 and 1671 and it served as a stopover halfway between Toulouse and Sète the final destination before the canal reaches the Mediterranean Sea. Midway between Homps and Castelnaudary is the famous walled city of Carcassonne which is a major tourist stop on the canal with a well designed port built in 1810. Carcassonne was the highlight of the trip in terms of the places to visit along the canal, and we spent two nights there in the downtown port of the “new town.”

Further to the south of Homps, Le Somail is a popular place to stop over, and, finally, just before its arrival at the Mediterranean Sea, the canal has two ports: the port of Agde where there is the old hotel of the “Administration of the Canal”, and the port of Onglous at Marseillan which is the last port before Sète on the Mediterranean sea. These parts of the canal we were not able to see because of the time constraints that we had for the trip. All in all we went through about 60 locks which can be mini adventures of their own, given the fact that the pilots of many other boats that we encountered appeared to have had minimal skills in controlling their craft. Videos are available for some of the most notable examples of what not to do when you attempt to use the locks.

The boat that we were assigned was around 51 feet in length and designed to be more like a floating hotel than a yacht. It was equipped with three double sized staterooms and large, for a boat anyway, head and separate shower stall. Forward of these staterooms was the galley and dining areas in the bow. There was a small steering station in this area but it was all but useless. All of the piloting of the boat was done from the fly bridge which could be covered by a bimini that would remain up until you had to go under any number of bridges that were so



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low to the water it required all personal on deck to duck down to make it. This yacht was powered by a single Perkins diesel engine and “pod style” propulsion unit rather than the straight shaft and propeller which we are most used to. While Steve, a licensed 100 ton captain found little difficulty in controlling the boat, and, consequently, was elected the captain throughout most of our voyage, I found controlling the boat difficult and never did get proficient at mastering the “joy stick” option that we used to fine tune the passage to and from the locks. The boat was also equipped with both bow and stern thrusters that made handling it in tight quarters quite a bit easier.

Everyone thought that the trip was a good one despite the fact that our boat continued to have different sorts of technical difficulties which included loss of water pressure, failure of the air conditioning system (this turned out not to be a problem for us because the weather was generally cool and overcast with occasional rain storms and thus, not needed) and steering issues that involved joy-stick malfunctions that invariably occurred at inopportune



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Cheryl and Candace—Dinner on the Canal

tune moments giving Steve an occasional fit when precise control was demanded in the locks. The other yacht, a little smaller than the one I was on ran smoothly the whole cruise with no problems at all.

All agreed that they would consider another run at it next year but only if we can find a waterway that has fewer locks!

Few comments to add to Alan's story. George, Candace, Tom and I traveled on the other boat. It was quite comfortable for the 4 of us. We did have an adventure getting to Homps though. We planned to take the train from Toulouse at 9:49 a.m. to get to Carcassonne for the 12:00 noon train to Homps to pick up our boat. We were traveling with George, Candace, Steve and Cheryl so 6 people with quite a bit of luggage. The train was sold out! Therefore, we get to Carcassonne too late for the noon train and the next one doesn't leave until 6:00 p.m.—too late to arrive at the boat. We take the later train not knowing how we would get to Homps, but there were taxis available. We contracted with a driver who, looking at the number of

necklace as a memento of the store and our trip. We were greeted by the owners warmly as we may have been the only customers that day. In looking for more information on the store, it is mentioned in Trip Advisor as a place to



Candace getting ready for the next lock

see. Name: ShowRoom 16.

Dinner that night was at a place along the water called Auberge de l'Arbousier. Wonderful food—one of many delicious meals we would enjoy along the Canal.

Fifty nine locks in 10 days—Candace and I could be heard chanting, “we are locked out.”



Waiting for the train at Toulouse

people and amount of luggage, went to get his trailer. Worked perfectly except Cheryl and I were in the back seat with little leg room, but we survived.

We enjoyed our first day on the canal after getting somewhat used to the locks. We stopped in Paraza, a small hillside town hoping to find a café for a drink. It was Sunday and no one around. As we are wandering through the narrow streets, we come upon a clothing store—not usual clothing, but Vintage Clothing. We wandered through the many levels amazed at the amount of stuff and realizing there were many stories there. I bought a

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Candace, Nancy and Tom in Paraza

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CYA website: <http://www.classicyacht.org>



JOIN US FOR A FUN AND PLEASURE

FILLED SUMMER CRUISE!!!!

The next Classic Yacht Association event will be a CYA getaway to the Stockton Yacht Club for a weekend which includes the, "Taste Of The Delta", on Saturday August 5th from 1 PM to 4 PM sponsored by the Delta Chambers and Visitors Bureau. The event features samples of wine and food from many of the local Delta establishments and discount tickets are available if ordered prior to the event at

<http://www.tasteofthedelta.com/>

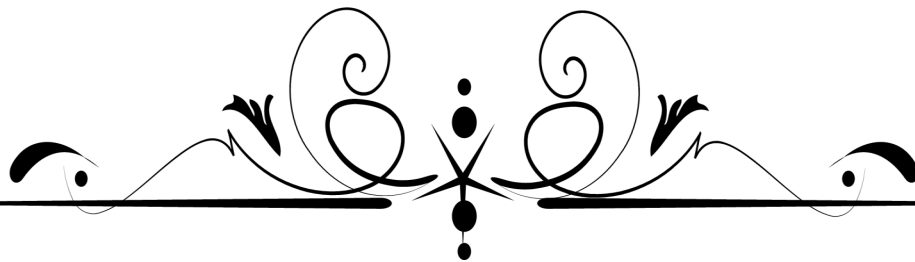
Plan to arrive at the SYC on Friday afternoon August 4th and spend the weekend with one of the most gracious yacht clubs in the Delta. Reservation are a must as boat space is limited and the event with Tom Clothier at dinner is planned at the Club on Saturday by calling Linda Wilson, (209)

On Sunday morning a fabulous and those wishing to extend the get-Windmill Cove on Sunday afternoon on their deck overlooking the San Joaquin River. On Monday enjoy a leisurely cruise to Korth's Pirates Lair for a Pot Luck dinner. On Tuesday morning enjoy one of the best breakfast in the Delta at Korth's Café. Those wishing to continue can join other CYA members cruising to various locations throughout the Delta.



Delta. Reservation are a must as is sure to be a sellout. Reserve tcloth@pacbell.net. A special dinner evening and tickets are available by calling 481-3767 to reserve space.

breakfast is available at the club away are invited to cruise to Windmill Cove for a day of relaxation and a dinner at Korth's Pirates Lair. On Monday enjoy a Pot Luck dinner. On Tuesday morning enjoy one of the best breakfast in the Delta at Korth's Café. Those wishing to continue can join other CYA members cruising to various locations throughout the Delta.



Coming Events

Taste of the Delta

Stockton Yacht Club
August 5, 2017, Tom Clothier, Chair

Kruzin' 4 Kidz

Jack London Square, Oakland
October 14, 2017, Gerry Kamilos, Chair

Corinthian Yacht Club Cruise in

September 9, 2017
Jim and Bernadette Sweeney, Chairs

Change of Watch

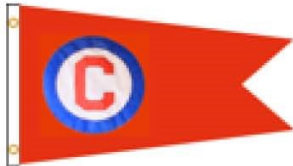
Trader Vic's, Emeryville
November 18, 2017

Grindstone Joe's Cruise In

September 16, Scott Andrews, Chair

Lighted Boat Parade

San Rafael Channel
December 9, 2017



CLASSIC YACHT ASSOCIATION



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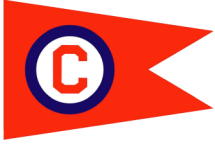
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Mark your calendars - more details to come!



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**CLASSIC CURRENTS IS PUBLISHED 3 TIMES A YEAR: *MARCH, JULY & NOVEMBER*
Next deadline for articles is October 15, 2017**

