

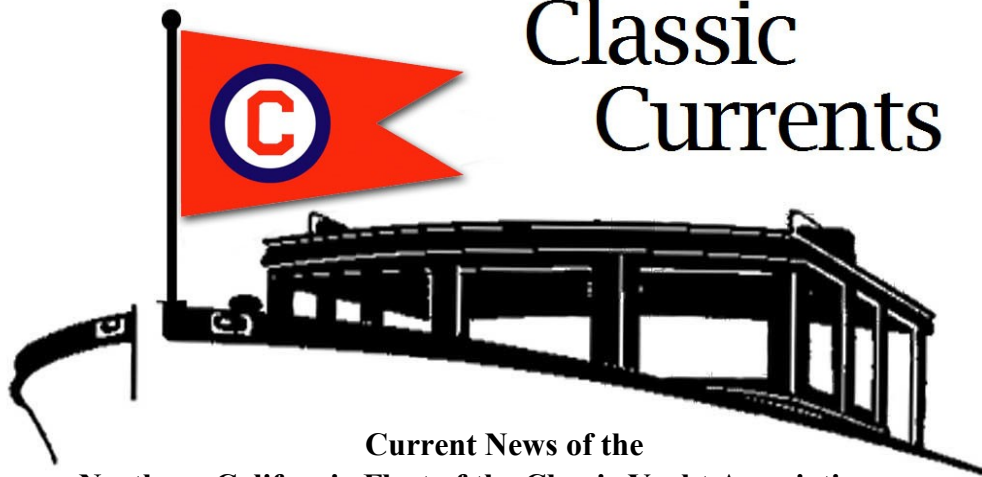
Classic Currents



ISSUE 2—2019

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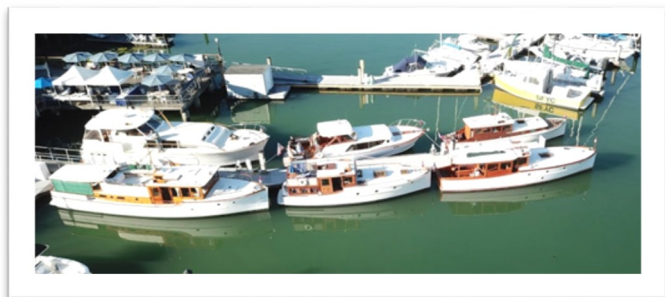
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Current News of the Northern California Fleet of the Classic Yacht Association

Commodore's Report *by Scott Andrews*

The cruising season was kicked off with our annual Opening Day on the Bay, sponsored by the PICYA. Once again Gerry and Karen Kamilos' exquisite Trumpy, *Aurora V*, hosted the opening day blessing of the fleet in Raccoon Strait, and the fleet led the parade, taking second place in the flags and banners category. We had a delightful pot luck get together on the docks at Emery Cove. Unfortunately, the Grindstone Joe cruise-in was postponed due to some facilities issues at the Island. I am also on the Board of the Grindstone Joe Association, and have been working with Gerry Kamilos to address our water issue. We hope to have a new well and water system installed by the end of August, and we will re-schedule a cruise-in in the fall, possibly as an add-on to the Stockton Classic Car and Boat Show in early September, or the Oxbow Cruise-in in October.



Aerial view of Classics at San Francisco Yacht Club

New this year was the San Francisco Yacht Club cruise-in

organized by David Cobb and Mel Owen. Six boats (*Pat Pending*, *Triple Crown*, *Flamingo*, *SKAL*, *Tiverton* and *Tule Lady*) attended, and several fleet members arrived by car for a fun get together on the docks, and a wonderful dinner at the club. It was very nice to see Peter Johnson's *Tiverton* at the show. For those of you who are unfamiliar with her, *Tiverton* is a 40 foot 1927 Stephens, that has been magnificently restored over the past few years. Susan and I had the pleasure of arriving aboard *SKAL* with our Rear Commodore Rob Sesar and his partner Roberta. Rob seems to have mastered crossing



Scott and Susan cruising the Bay

San Pablo Bay in a classic yacht, and showed us the trick to avoid overly rough water! On Saturday, we took a cruise out through the Gate, finally making good on the Stephens Bros. Marketing material that "a gentleman can confidently cruise

Continued on page 2



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

through the Golden Gate in his Stephens 34". The dawn cruise back to Glen Cove was not only smooth, but the sunrise was breathtaking!



The SFYC cruise-in was a great success, and we are hoping it becomes a regular event on the NCCYA schedule.



Tule Lady at SFYC

We are also looking forward to another new cruise-in event at the Pittsburgh Yacht Club in mid-August. The Pittsburgh Yacht Club is very active, and

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the Saturday night of the cruise-in they are holding their annual Casino night, so that should be fun! I encourage you all to attend!



Jim Staley, Captain of Tule Lady

In other news, we are pleased to hear that, after many months on the hard, undergoing a major hull renovation, Per and Erika Hammarlund re-launched *Allure*. Per has been regaling many of us with regular photos of his efforts, and new-found issues

over the past few months, so it is wonderful to see *Allure* pass this important milestone! (see page 6 for Per's article on *Allure's* restoration)

I hope to see all of you out on the water soon!

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Hans List - President

There is always something interesting happening at the Areias estate. In June Rusty and Julie hosted an event



for Congressman Jim Costa from Fresno. House speaker Nancy Pelosi was there with her entourage to support Congressman Costa. Speaker Pelosi is 2nd in line to the president so there was a secret service presence also. Congressman John Garamendi was also on hand.

In addition to a beautiful dinner, guests were treated to a ride aboard *Miss 102* or the Wiseman family's beautiful 45 foot Stephens, *Donella*. The boats departed from the Areias landing in Walnut Grove and headed downstream. *Miss 102* was commanded by Captain Steve Mannsehart. *Donella* was captained by Bryan Wiseman. Bryan had just brought her up from her San Francisco berth especially for this event. Thom Wiseman crewed the boat and even served as a human fender when the need arose as we returned back to the landing.

Donella followed *Miss 102* and a machine gun equipped Coast Guard patrol boat accompanied us on the trip and ran interference when any other boats go too close. The guests all had a fabulous time judging by the smiles. Excellent wine was served on the voyage as well as at the dinner. It was supplied by CYA members Vern and Jenise Vierra who own the local St Jorge Winery. Vern and Jenise you will recall have a 43 foot Stephens yacht *ISIS* in a pond in their backyard. They also produce some award winning wines.

Don't miss the upcoming Stockton Yacht Club Classic Boat & Car show on September 6th. This is always a great event at a beautiful venue. Also please plan to attend the gathering at Oxbow Marina on October 26th. The marina is beautiful and owner Kim Korth is a CYA member and a great hostess. The onsite

Marina West Yacht Club has some great chefs in the galley and are a great group of folks to hang out with.

Summer is in full swing and naturally there have been a



Miss 102 Cruising Sacramento River

few mishaps, not with CYA members but in the local boating community. Recently two souls passed away from carbon monoxide poisoning on a houseboat, there have been a few drownings of people not

wearing PFDs. Stuart Kiehl advises me of a boat explosion at a fuel dock when the operator did not properly vent the boat after fueling. Please be safe out there!

Bill Wells

The first meeting of this quarter was held on April 1, at the South Beach Yacht Club. This year's the 102nd parade of yachts for the Opening Day on the Bay celebration was the major order of business. The NC Fleet donated two CYA photo albums to the Opening Day awards committee.

Here are highlights of the RBOC activity report. See the RBOC web site for more detailed information.

1. A study on the environmental impacts of sanitary holding tank chemicals is chiefly concerned with those in recreational vehicles, but the study will also consider those in boats. More on this latter.

2. A proposal to rescind boater operator cards in cases of BUI has been defeated. This brings the consequences for watercraft violations in line with those for motor vehicles.

3. RBOC is supporting among other things: a. development of a statutory definition of boat operators, b. a 12 month fishing license, and, c. a proposed plan to facilitate annual disposition of expired boating safety flares at convenient locations in California counties (beginning with County of San Francisco residents on April 14 (from 9:00 to 2:00)). The March 11 meeting was held at the Coyote Point Yacht Club. The primary business of this meeting was the presentation of awards and trophies for participants in Opening Day on the Bay. A total of sixteen prizes were awarded to yacht clubs and individuals. The Classic Yacht Association Northern California Fleet received the second place award for "Flags and Streamers".

The California audit of the Bay Conservation and Development Commission has been completed with the conclusion that "Failure to Perform Key Responsibilities Has Allowed Ongoing Harm to the San Francisco Bay". CYA members are each encouraged to contact our State Assemblymen and Senators to express our views on issues and support for the findings in the recently completed audit of the BCDC.

Further details may be found at: <https://www.auditor.ca.gov/reports/recent>

The June 3rd meeting was held at the Pittsburg Yacht Club.

Junior Staff Commodore Winston Bumpus has produced an informative Power point presentation on the purposes and activities of the PICYA. It is about one half hour in length and available on-line at the PICYA website. This is an excellent means of telling the PICYA story to those who are unaware of what the PICYA does. Bernadette and I highly recommend it for presentation at all yacht clubs.



Patrick Welch aboard Triple Crown for Opening Day on the Bay

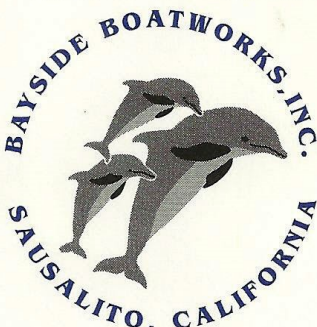
The RBOC is pleased to report that: The proposed Delta Twin Tunnel Project has been defeated. A new, smaller single tunnel project is being proposed but will take an estimated ten years of studies and consequently does not present an impending threat to our water-

ways.

Assembly Bill 1387 authorizing 365 day fishing licenses is moving ahead in the legislature.

RBOC continues opposition to alcohol blended gasoline. Restrictions on copper based anti-fouling paints are likewise being opposed unless supported by a comprehensive scientific analysis that to date does not exist. RBOC is closely monitoring development of a proposed regional

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dredging program, budget cuts to the Department of Parks & Recreation, new regulations pertaining to abandoned vessel and anchor-outs. RBOC is opposing plans for flood control gates in the Delta that would adversely impact navigation and a proposal to restore Franks Tract to its condition in 1850, before it was navigable.

The final PICYA Delegates meeting of the quarter was held on July 1st at the Loch Lomond Y.C.

The Stockton Y.C. announced its 2019 Make A Wish fundraiser for children with critical illnesses. A Luau will be held on August 31st. Donations and/or reservations may be made on line. It was noted that when the Make A Wish program began the survival rate for patients was only 54%. It is now 84%.

For those of you who might want to participate the Coastal Cleanup Day is September 21st. Annual PL-

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CYA Awards will be presented at the delegates meeting at Encinal Y.C. on November 3rd. Bernadette and I presented a pair of CYA NC Fleet checks, each in the amount of \$200, as donations to the PICYA Scholarship Committee and the RBOC. Because we will be away during the month of August if there any volunteers to take our place at the delegates meeting at the Stockton Yacht Club on August 5th please let us know.

Weekend at the San Francisco Yacht Club —by Alan Almquist

On Friday June 7, the NCCYA fleet of six yachts made their way from different parts of the bay to the beautiful San Francisco Yacht Club.



Steve Kadzielawa, Bunny Cobb, David Cobb, George Homenko, Susan Takami, Candace Gable and Cheryl Anderson

This event was co-chaired by David and Bunny Cobb and Mel and Gig Owen, members of the yacht club, who put together quite a weekend.

Yachts in attendance included the Owens' *Pat Pending*, Patrick Welch's *Triple Crown*, Peter Johnson's *Tiverton*, Rob Sesar's *Skal*, Steve and Cheryl Anderson's *Flamingo* and Jim and Carol Staley's *Tule Lady*. Others who joined by car were George Homenko and Candace Gable, Scott Andrews and Susan Takami, Cynthia McMillen and Bob Hamilton.

Boats were open for boarding on Saturday. A delicious dinner was enjoyed in the clubhouse. Sunday morning

our yachts prepared to depart the docks, all in agreement that if the opportunity presents itself next year, that this was an event not to miss.

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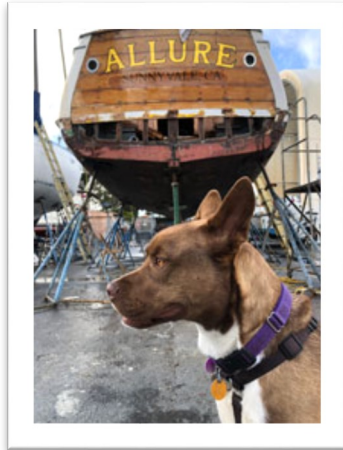
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In the last two years two good things have joined our family: *Allure*, Stephen Brothers tri-cabin motor yacht from 1932, and Milo, purebred mutt born 2016. Since *Allure* joined we have spent almost all weekends crawling through her systems, figuring things out, and slowly upgrading her.

Why a Boat?

Per spent his youth sailing in the Stockholm archipelago. Since Erika had no boating experience we decided to take boating classes together and instituted a strict “every other turn” policy for all tasks on-board, like leaving the dock, mooring, and approaching the dock. This has worked out perfectly, as seen with Erika deftly backing *Allure* into the maze of classic yachts at the Stockton cruise-in 2018 at Village West Marina.



Allure Transom and Milo

While we are out cruising or being on anchor, Milo is also enjoying the boat. He moves around the boat like he has had no other home.

The Work

Slowly all of the electrical system was changed out, the last of lead covered and braided wires were removed and replaced. At the same time plumbing was re-done and hot and cold water reliably showed up in all faucets. The old pump heads were replaced by a composting one (no, it doesn't smell!).

As she became more and more ready, short day cruises to

Ayala cove became longer cruises. An especially good weekend was cruising to Napa (no, the Napa river is not hard to cruise) and staying at the Napa Yacht club in walking distance to downtown Napa, great for wine tasting and food. We also had *Allure* in the delta for 2 months, doing excursions from Oxbow Marina.

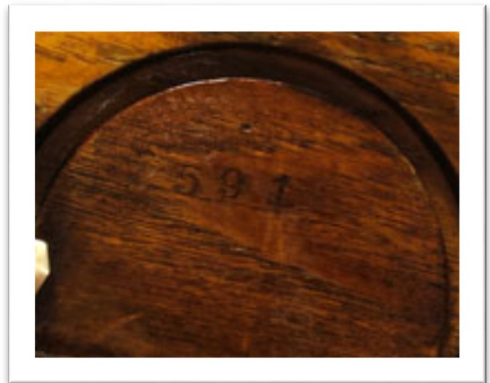
A surprisingly nice find...

Carpentry was also restored, reworked, and improved. The butterfly hatch was completely taken apart, cleaned, adjusted, and glued back together. Same with the running lights. With all the running lights taken apart, suddenly the Stephens Brothers hull number, 591, popped through and became visible when I applied penetrating epoxy. Before that we had not found a hull number. Now we know that she is *Tenita-R* from 1932.

The Foundation

Throughout this period of work and cruising we were trying to find a shipwright to help us work on the foundational pieces,

the frames and floors. The floors of the front cabin had already been reworked and were in good shape, but the rest was in need of quite some love and care. After a few attempts and



Allure Hull Number 591

interviews we found master shipwright Steve Hutchinson of Hutchinson Marine Services at the Berkeley Marine Center.

After carefully discussing and analyzing the situation with Steve, we decided to attack the rework in two stages: stage one, rear cabin to the transom, and stage two the engine compartment.

After putting *Allure* up on the hard at the Berkeley Marine Center and removing all the interior carpentry, we realized that all floor and all frames

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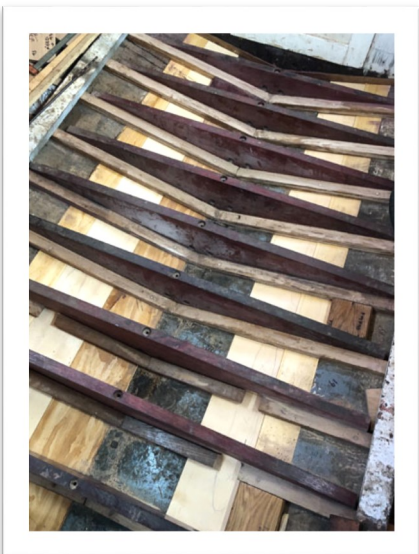
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needed to be replaced. Generations of small repairs and electrolysis damage has to go!

Steve and crew diligently replaced all the floors with beautiful purple heart and all the frames with laminated white oak. We will enjoy the looks of that for a brief time before we paint it over.

Per did a few small jobs like rebuilding the swim platform and taking apart the bow stem to replace a failing dutchman that had probably been put in when *Allure* was brand new.



Soon *Allure* had brand new floors and frames, a few new planks, was refastened, shafts and struts installed. She was ready to go back into the water. For the first time in probably quite a long time, she experienced a dry bilge.

A new interior, a new beginning

Once *Allure* was back home at the Fortman marina we started putting back the carpentry. It is a long list: cockpit sole and lazaret, galley, head, fridge, and new cabin sole.

All the original pieces have been stored at home, either they will be reused or they will be patterns for new. We

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have gone through them all and decided what can be restored and reused, and what needs to be rebuilt.

As an example the cockpit sole and lazaret was failing.



Allure at Village West Marina

90% of the framing is new. At the same time 90% of the teak trim and other visible pieces can be reworked and put back to service. Our approach to restoring *Allure* is not to make her all new, just make her well maintained, keeping as much as possible of the pieces that have worked fine for 87 years. They should work fine for another 87 years.

With some hard work we hope to be ready to take *Allure* up into the delta late this summer. See you there!

A lot of work remains. Stage 2 needs to be planned and executed.

Having said we realize that a third good thing has entered, all of our new friends in the CYA



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Recently, while I was undergoing a rehab project in the aft cabin of *North Star II*, I thought I would replace all of the fasteners around the portholes, some 60 or so screws. So, I went over to nearby relocated Swendsons Marine to buy flathead 3/4 inch screws only to find out that they didn't have any in the size I was looking for, and after looking through their suppliers catalog it was discovered that they couldn't order any either. So, what to do? Fortunately, the staff person behind the counter remembered that there was a source for fasteners, bolts, etc. back east and gave me the web site for this company called The Bolt Depot, info@boltdepot.com, 1-866-337-9888. You can go on line for their catalog. This company is in Massachusetts but delivery is fast, and I now have the fasteners I needed for this small job.

Another source for stuff not easily found in stores is a company that deals with O-rings, George Homenko provided me with this information when I couldn't find a large O-ring for my replacement oil filters. These parts used to come in the box with the filter, but no more and I had a devil of a time trying to run them down. Search no more for any and all sizes of O-rings by emailing www.macmaster.com or look up on the web MacMaster-Carr company. The order came in a package of 50 which means I have enough of these parts for the next 25



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years. When the time arrives I'll pass on what's left to the next owner.

The haul-outs for *North Star II*, *Triple Crown* and *Allure*



Annual Bell Street Show—Pacific Northwest

were delayed but now completed with a major overhaul for *Allure* which I will let Per tell you about. *North Star II* wasn't too bad with hull repair and some new frames in about three different locations on the boat. The fasteners for one butt block were so wasted that it was amazing that it remained in place, helped along, I believe, by the wedging of an old

harmonica (which I blamed or credited as it may be on Mel Owen). Patrick Welsh's *Triple Crown* only had some minor repairs and a new paint job and went right back in the water. Both *North Star II* and *Triple Crown* were hauled at KKMI, while *Allure* went out of the water for several months at Berkeley Marine Center. Jock Maclean at KKMI did a fine job in managing the work that was actually done by Dickey Delfino, a superb woodworker in my opinion.

The big cruise-in events for the Bay for our fleet was the San Francisco Yacht Club get-together on June 7-9, that was organized by David and Bunny Cobb and

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Mel and Gig Owen. Always a great event, the next one coming up will be our annual “Classics at the Corinthian” that Gerry Kamilos will chair over the September 13-15th weekend. In between these two shows was a Master Mariners event on June 21-23rd, also at the Corinthian YC which Steve and Cheryl Kadzielawa attended. That club is the one whose boats have the bedsheet tied up to a long stick that emerges in different spots from the hull. Apparently, this arrangement is a more fuel efficient way to move over the water.

A major PICYA event is the Lipton Cup Regatta, this year held on June 14th through 16th. The Richmond, Saint Francis, San Francisco, Inverness, Encinal, Sequoia, Corinthian, South Beach, Berkeley, and Tahoe Yacht Clubs competed in three major contests: the Admirals Cup, from StFYC to Richmond Y.C. (ladies only), Sir Thomas Lipton Challenge (seven races in the Southhampton Shoals area, for skippers over 25 years of age) and the Larry Knight Trophy (Southhampton Shoals to StFYC, for skippers who have reached their 60th birthday).

The September 28th Wheelchair Regatta at Encinal Yacht Club anticipates hosting up to three hundred disabled veterans. Yachts and volunteers are requested to assist this worthy event.

Also coming up is the annual Fleet Week, an exciting fulfilled time in October (6-14th) where the Naval Services parade some of their fine ships and dock in San Francisco for tours open to the public. These Navy (along with the Coast Guard) ships will parade in the Bay on Friday, October 11th. Otherwise, in port, they will be open for inspection. The premier event of this week is always the daring flying of the “Blue Angels” providing us on land or sea a spectacular air show on the weekend of the 12-13th. Encinal Yacht Club to which Patrick and I belong has booked up the harbor at Treasure Island for this event



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and I plan to go.

Finally, your editor and Patrick Welsh decided this year to travel to Seattle and see firsthand what all the hoopla was about for the annual PNWCYA Bell St Harbor event over the June 14-16 weekend. Well, I must say that we were not disappointed and everything that has been said about this event hardly did it justice. You had to be there to see it. Almost 50 classic yachts attended the Bell Street festival and nearly 1000 people toured the docks and were welcomed aboard the yachts by their owners. We spent the entire day going from boat to boat, boarding many of them and talking shop with club members from all over the Seattle area. Later that evening we sat down to a great barbeque dinner on the dock that fleet members put on.

Jim and Margie Paynton started this event a number of years ago and it has grown ever since to the point that if you don't sign up for it early you probably won't get a space in the harbor. This year every available slip was full. This was truly an enjoyable visit to the Pacific Northwest and I am already putting it down on my calendar for next year. Wish I could bring North Star!



Classic Car and Classic Boat Show at the Stockton Yacht Club Saturday, September 7, 11AM to 4PM.

Arrive anytime on Friday the 6th to enjoy the hospitality of the club and join in a Pot Luck BBQ that evening. Saturday during the show, outdoor lunch will be served at noon, after which our boats will be open from 1:00 to 3:00 p.m. Awards follow at 4 PM, dinner with music at 5PM, in the Clubhouse. The club has waived berthing fees and announced that arrivals are encouraged starting on Monday. After breakfast on Sunday everyone is encouraged to lengthen the trip to Pirates Liar for a BBQ dinner and overnight stay. Monday morning a cruise to The Point in Rio Vista for a relaxing afternoon and then Dinner at The Point Restaurant. Tuesday morning we will head for home happy but a few pounds heavier.

Sign up EARLY!!

2019/2020 Change of Watch—Northern California Fleet

December 14, 2019

Encinal Yacht, Alameda **SAVE THE DATE**



Plans are in the works for our next Change of Watch. Enjoy this beautiful club and location, which will be decorated for the holidays. Stay tuned for more details.

Coming Events

Bridge Meeting at Encinal YC

August 10, 2019

Chairperson, Scott Andrews

Oxbow Marina Cruise and Bridge Mtg.

October 25-27, 2019

Chairperson, Kim Korth

Mid Delta Cruise Pittsburg Marina

August 16-18, 2019

Chairpersons, Rob Sesar and Scott
Andrews

San Rafael Lighted Yacht Parade

Saturday, December 7, 2019

Stockton Classic Boat and Car Show

September 6-8, 2019

Chairperson, Tom Clothier

Change of Watch Encinal Yacht Club

Alameda

December 14, 2019

Chairperson, Rob Sesar

Classics at the Corinthian

September 13-15, 2019

Chairperson, Gerry Kamilos

CLASSICS AT THE CORINTHIAN

September 14: 2:00 to 5:00 p.m./ Cruise-In September 13, 14 and 15



On September 14, 2019, The Corinthian Women will present this 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. Invitations have been mailed to all Northern California Fleet members inviting both members and yachts. Bring your yacht either Friday, September 13 or Saturday September 14 and participate in the show from 2:00 p.m. to 5:00 p.m.. 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 spectacular dining room (\$60/person). There is limited dockage space, so please send in your reservation 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.

Last year's event had 6 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.





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Rob Sesar, Rear Commodore—Gerry Kamilos, Staff Commodore

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