

**CYA
2009
Fall/Winter**



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

Commodore's Corner

by Steve Kadzielawa

Alright, enough is enough! I have finally run out of excuses to preclude me from sitting at the keyboard and writing this article. It is four days past the deadline and I have procrastinated enough. It's funny how the more you procrastinate the easier it gets. It's a shame that philosophy doesn't work with varnishing.

The first excuses were the easiest. I was out of town in Southern California with Cheryl's family for her birthday. Then it was back to work followed by Halloween, Cheryl's favorite holiday, which includes my personal favorite task - carving pumpkins. The next day, my only other day off, was so nice and warm it would have been sinful to not go out on the bay and flash some mahogany and chrome. That evening was to be the time to be inspired and write, except for the fact that our friends and fellow members, Rick and Aldeanna Saber invited us to their home for dinner. If it was any other invitation, a refusal would have been imminent. But the lure of their beautiful home on the shores of San Pedro Bay complete with a veranda, dock and panoramic bay views, on an unseasonably warm evening with a full moon, was overpowering. It was then back to work, blah, blah, blah, and here I am.

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Enjoying the Petaluma basin

by Greg Sabourin

Once again, Petaluma's downtown Turning Basin provided a wonderful venue for another Classic Yacht Association rendezvous. This year's event took place over the weekend of September 11th through the 13th, and was the first leg of an extended cruise that took a group of boaters all the way to Sacramento.

While attendance was down this year, we still had five classic yachts, including: Shawn and Doug Ball aboard *Sea Gal* all the way down from the Delta; Cynthia and Mont McMillen aboard *Cielito* out of Alameda; Patrick Welch and Paul Cooksely aboard *Colleen*, also from Alameda; Nancy and Tom Clothier aboard San Francisco-based *Eslo*; and the Sabourins, Amy and Greg, aboard *Killara* in Petaluma.

By late Friday afternoon, our fleet had arrived and settled in, just in time to greet the San Francisco Maritime Museum's Scow Schooner *Alma*, also in town for a getaway weekend. Our group made the short walk to Central Market Restaurant for a great dinner, where we were joined by Commodore Steve and Cheryl Kadzielawa, George Homenko and Candace Gable, and Jim

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**Visit our website at
www.classicyacht.org**

Clara Yeats Aseltine is still on vacation



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

A Month of Living Dangerously

September 2009
Bill Wells

We attended Les Cochren's (Rivercat) 4th annual "Forget Me Knot" veterans memorial in late September. A squadron of boats came up from the Bay and after overnighting at Benicia and Windmill Cove they headed for the Oxbow Marina guest dock. We joined them there with *Ranger* on the afternoon of September 15. We had a potluck barbeque at the marina and in the morning after topping off fuel tanks we headed a few miles up Georgiana Slough for the town of Walnut Grove on the Sacramento River. We took over the entire municipal dock and Joe Enos the unofficial Harbormaster came down to greet us. Many of us dined at the Pizza Factory that evening and the next morning *Hiltot II* (Engfer) headed downstream on the Sacramento because of a previously planned engagement elsewhere. *Eslo* (Clothier), *Sea Gal* (Ball), *Colleen* (Welch), *Northstar II* (Almquist) and *Ranger* (Wells) continued upstream to Sacramento. The other boats had an adventurous time mooring overnight at the Sacramento Yacht Club while *Ranger* continued up to the Sacramento Marina.

We greeted marina manager Bud Camper with Rossini's "William Tell Overture" and a few cannon shots which he greatly appreciated. On Friday the 18th the rest of the fleet came over from the Sacramento Yacht Club and Commodore Steve Kadzielawa and his lovely spouse Cheryl arrived in *Flamingo*. George Homenko and the beautiful Candice Gable later arrived via land yacht. Our friends Gil and Bonnie Ramirez attended with their vintage Chris Craft *Gifted Woodie*.

The ceremony on Saturday went smoothly thanks to the hard work put in by Les beforehand. Bud Camper at the Sacramento Marina was a great host making sure we had a very enjoyable stay. Saturday afternoon some boats headed back downstream while *River Cat*, *Northstar II*, *Gifted Woodie*, and *Ranger* stayed for another night. The next morning after breakfast we had an uneventful trip back to Oxbow on an ebb tide.

The next weekend, September 26 and 27 we headed the few miles over to Perry's Boat Harbor on the Mokelumne River to attend member Tony Gliedt's



Enjoying Windmill Cove

First Annual Wooden Boat Festival. Tony had several wooden yachts as well as classic runabouts and even a sailboat to round things out. We had a great time there. Tony provided a barbeque for participants on Saturday night. We got to the bunks fairly late that night having washed down the carne asada with quite a bit of wine. I also had a repair to finish on *Ranger* which kept me up until early the next morning. Tony was happy with the turnout and I think this event will grow and grow.

After fueling up back at Oxbow we

cruised up the San Joaquin River to Windmill Cove in Stockton the next weekend October 2, 3 and 4. Owners of the marina Dave and Marsha Theis had invited classic boaters over for the weekend. Larry Hazelett (*Sea Witch*) had rounded up several participants. *Susan Gayle* (Bernhard), *Sue Ann* (Hanna / Reilly), *Siren* (Bowerman / Hayes), *Catherine E.* (Homenko), *Allure* (McNair) and *Ranger* attended as well as *Blue Moon*, *The Hunter* (owned by Rob Bernhard's nephew Joseph Arlotta) *Brave Duck* (de l'Etoile) and Jeff Rowlings with his good looking woodie. On Saturday a few ACBS runabouts dropped by to check things out. They had been with Martin at Grindstone Joe's for lunch earlier. We were honored with a visit from protocol committee chairperson Clara Yeats Aseltine on Saturday, she was visiting relatives nearby and came over to check us out and make sure we were dressed properly and not swilling too much beer.

Art Johanson who keeps his boat at Windmill Cove somehow did not get word of the event but as he is port captain he was Johnny on the spot dressed in his dress whites with CYA applications. We had a great weekend hanging out and catching up on each other's activities over the summer. Dave Theis took us on a tour of the marina showing us the improvements he has made since he and Marsha have made since they purchased it.

High tide was at 0800 hours on Sunday so we had an early breakfast and headed back to our respective home ports after a fun weekend.

Commodore's Corner (continued from page 1)

This sequence of events was not entirely dissimilar from the flurry of CYA activity this past season. As commodore my intention early on was to attend all events even if unable to make each by cruising in. During the planning phase at the onset of the watch, this seemed quite obtainable. By mid season I was getting bombarded from the north, east and west with unique and exciting events coordinated by a variety of motivated and inspired members. Cheryl and I feel very fortunate to have been able to attend the events we did as each was a truly enjoyable and memorable experience. With a Bridge and membership I was blessed to have had under my so-called command, it seems as though I could have been substituted for a life size cardboard cutout of myself or the Phillie Phanatic and the results would have been the same. My many thanks go out to all who stepped up and took part in the coordinating of our many wonderful activities on the bay and delta.

The summer began with a mid July cruise attended by *Cielito*, *Eslo*, *Colleen*, *Killara*, *Eagle*, and *Flamingo* to South Beach Harbor in the shadows of AT&T Park and in the most inviting waterfront neighborhood in San Francisco. The weather was gorgeous allowing for a variety of appealing activities the area has to offer. Some took a walk along the Embarcadero to the Ferry Building Farmers Market, while another group enjoyed an entertaining behind the scenes tour of the distinguished ball park and home of the SF Giants. A private dining experience at the popular MoMo's restaurant, a dockside potluck, and leisurely afternoon cocktails completed the weekend and left us all pondering the notion of repeating next year.

Following another great vacation at Lake Tahoe in August, we traveled to the Pacific Northwest with George and Candace for an unbelievable cruise through Desolation Sound. While there, the next port of call was the Victoria Wooden Boat Festival to visit with friends in the PNW and Canadian fleets. Upon our return, we hit the ground running as the month of September literally exploded with fleet activity. The Petaluma cruise and the weeklong rally from Petaluma to Sacramento devoured the remaining vacation time I had allotted. Greg, Alan, Les, and Doug formed a great team coordinating the various activities and layovers that made for an unforgettable expedition.

With engines barely cooled down, it was yet time for another pair of delta events. Except now I had hit the wall. No more time off from work for me. I did have every intention of driving out to Tony Gliedt's event at Perry's Boat Harbor for one of the days, but that plan was quickly extinguished when I was called into work at the last minute. I understand the harbor has a new look and a new life thanks to the tremendous effort by Tony and his desire to create a much needed oasis for wooden boats and associated services. I am definitely looking forward to attending next year.

The season concluded the very next weekend with a group of classics cruising into Windmill Cove off the Stockton Channel. This was the continuation of a very popular fall event that Bill Wells has organized for the past several years at Tower Park Marina. At first we wondered if there would be enough energy and fuel remaining in the tanks for meaningful participation, but apparently the momentum of the past few weeks was too great and the party rocked on.

In retrospect, I would have to say I drew a winning hand becoming the commodore for 2009. With a very proficient bridge and assembly of port captains, along with the many enthusiastic and helpful members who love cruising and just messing about with boats, I may be able to just keep that cardboard cutout propped up, sit back and enjoy the ride. Now if I could just get it to stop procrastinating and use a keyboard.

Enjoying the Petaluma Basin (continued from page 1)

and Bernadette Sweeney. Chef Tony treated us with appetizers on the house and soon everyone was deep in conversation and fine dining.

While the week-long heat wave had given way to more comfortable Indian Summer weather by the time everyone retired to their boats, it came as a complete surprise to everyone when we were awakened very early Saturday morning with the unexpected sounds of a gentle rain. Those still asleep were jolted awake hours later by a lightening and thunder storm the likes of which are extremely rare in the Bay Area, and still rarer while aboard our cozy classic yachts.

Saturday dawned damp and overcast, but the air was fresh and the day grew increasingly nicer. It did limit the turnout for our midday open house tours, but that left our crew with plenty of time to explore the downtown coffee shops and boutiques, as well as spend more time swapping tall tales and stories with one another. That evening, we gathered at the Petaluma Yacht Club with pot-luck dishes in hand. It always amazes me how all this food suddenly comes together and the result is a feast

This in from our resident boatright, Doug Ball.

"As a young boy I was fortunate to have spent a few years in Japan as a result of my father's Air Force assignment. Our neighbors on base were having a mahogany cabin cruiser built in a Tokyo boat yard and after a bit of agonizing my folks decided that they needed one too. We spent many days visiting the yard as the keel and frames were fabricated and put in place.

I remember vividly riding the bow of the boat down the ways as she was launched



for the first time. What a thrill for an eleven year old and this began my interest in wooden boats. It wasn't until half way through my adult life that I acquired



one of my own. More recently having attended a pretty serious boat building school I have re-sized my interest into smaller boats.

My take on the experience of boat building school was that I would come away a competent boat-builder able to create works of art from scratch or

undo mistakes of mere "amateurs." It didn't take me long to realize that the skill of wooden boat-building is gained over a lifetime, and though I graduated with an AOS (Associate of Occupational Studies) degree I am well aware that my skills are only at the apprentice level.

That being said I am currently tackling a new project, an eighteen foot Century Sea Maid runabout of 1950's vintage that my father left me. I decided I would restore this boat from the keel up as the bottom was pretty dried out. First I had to ask myself if I was certifiably crazy enough to complete the project. Once I got past that then the rest fell into place: shop space, money, tools energy and time (never enough of any of these.

All hardware came off and the boat was turned upside down on the shop

floor. Off came the bottom planks, horizontal frames, keel, both chines and the forefoot (ties the stem and keel together) Fortunately, the existing wood was suitable enough for patterns and the fabrication started. Boats of this era were constructed of framing of white oak with mahogany planking. This made for a very attractive boat but not one expected to last fifty years.

Once the planking is complete the boat will be righted and will replace any topside planks that are in need. The engine is a Chrysler Crown six cylinder of the same vintage as the boat. It appears to be in good shape and will be reused. After chroming the hardware, having the



instruments refurbished and repainting the trailer she will be ready for the water. After all, our 1954 Stephens cabin cruiser, *Sea Gal*, needs a 1954 Century runabout as a tender!

Delta Wooden Boat Festival by Tony Gliedt

Our first annual Delta Wooden Boat Festival was September 26th and 27th and I am pleased to announce that it was a great success, and it will become an annual fall event the last weekend of each September.

This year's event was a grand reopening event for Perry's Marina which had fallen into disrepair under the prior ownership of the property, and a grand opening event for my new boatyard business located on the premises.

We were able to fill the harbor with woodies in front of the shop along, with a few on trailers in the parking lot too. We had a steady flow of visitors starting Saturday til about noon on Sunday. We had a changes that we have made to date seemed to have a good time as well. several days after, and I noticed a lot several professional folks that came for our visitors, and information on gliedt.com

We plan to expand next year's festival and crafts community that specializes There will be more professional vendors will be a bi-annual event, the first of ing of the Delta Loop area. Next eral public on the Saturday from have a cruise-in potluck for those that and Saturday night we will have a BBQ and some entertainment for all those that participate in, and help out with the event. Sunday we will have a brunch for those that stay the night and raffle with some fun awards before parting ways.



Perry's Marina

We had a steady morning and they keep wandering in un-great response from the public on the around the facilities, and our participants Our BBQ and cooks were worn out for of wine bottles in the garbage can. We had in and provided some good information them can be found on our website at

val for more participation from the arts in marine themed artwork and products. dors, and I will also have a swap meet that which will be held during the spring open-years Fall event, will be opened to the gen-10:00am to 5:00pm. Friday night we will reserve a space in the harbor in advance, and help out with the event. Sunday

I want to say thank you again to everyone who turned out to visit our new facilities, and who participated in our first annual Delta Wooden Boat Festival, your interest is what made it a success! We hope to create a fun event which everyone can find some value and entertainment in for our wooden boat community.

This year's event can be viewed in our photo library at our website at gliedt.com, along with more details on our first event. There will be monthly updates on our festival section of the boatshop page of the site, for vendors that have signed up to be onsite as well as the boats and the owners that plan to participate next year. If you would like to be involved next year, reserve a spot in the harbor or on the hard, or just have suggestions to help improve our festival for next year. They can be emailed to me at gliedtsboatshop@hughes.net or I can be contacted directly at 925 516 8717.

The Northern California Fleet Change of Watch

will be held at the San Francisco Yacht Club Cove House, 98 Beach Road, Belvedere on Saturday evening, November 21st.

No-host cocktails will begin at 1830 hours and a delicious dinner of either fish or steak will be served at 1930 hours.

The bar will remain open throughout the evening. Please make your reservations with in-coming Vice Commodore Patrick Welch soon.

You should have already received a printed invitation and reservation form from Patrick but in case you haven't you may contact him at 707-799-0878 or by e-mail at jackhillvineyard@comcast.net. A check may be made out to C.Y.A. for \$75.00 per person. Please join the 2009 Bridge and

Commodore Steve Kadzielawa to welcome in the incoming 2010 Bridge lead by Commodore Bill Wells, Vice Commodore Patrick Welch, Rear Commodore Les Cochren, and Recording Secretary Shawn Ball for our annual end of the year bash.

Remembering....

by Les Cochren

With the sounds of a military bugle echoing over the river, so it was, the day of the 4th annual "Forget Me Knot" Veteran wreath laying memorial ceremony on the Sacramento River. It happened with a spirit of duty and honor that was felt by all. Five CYA classic yachts were



Northstar II and Flamingo

in attendance on this day. *Ranger*, piloted by Vice Commodore Bill Wells, arrived at the staging area at the Sacramento Marina one day ahead of the other yachts which had made a leisurely week of it in their progression from other parts of the delta and the Bay to Sacramento. The other yachts were Alan and Barbara Almquist's *North Star II*, Tom and Nancy Clothier's *Eslo*, *Flamingo*, piloted by 2009 Commodore Steve Kadzielawa and his wife Cheryl, and *Colleen*, under the able hands of Patrick Welch and Paul Cooksey. Doug and Shawn Ball's *Sea Gal*, who made the voyage from the Delta to Petaluma the previous week also joined in. CYA prospective member *Gifted Woodie*, owned by Bonnie & Gil Ramirez was also in attendance. Arriving by land yacht were CYA members *Catherine E*, George Homenko and Candice Gable, and *Sea Witch* Captain Larry Hazelett.

On Friday evening a Meet and Greet pot luck, partially catered by Simon's Chinese restaurant, began the festivities at the Sacramento Marina's Captain's lounge.

Three wreaths were made for this event. The first wreath, laid from *Eslo*, was to remember the World War II Veterans. The second wreath, laid from *Sea Gal*, was in memory of all veterans who made the ultimate sacrifice. The third wreath, the "Forget Me Knot", was laid from *Colleen* in memory of all loved ones that have passed on.

Departure time for the fleet was 1100 hours. I hurriedly went to the Rio City Cafe to make sure everything was in place at the reviewing stand. The plan was for the yachts to parade up the Sacramento River to the confluence of the American River and to return down river. The three wreath carrying yachts would turn up river beneath the Tower Bridge and await the signal "Overlord" (the name of a D-Day operation and highly cherished by the incoming commodore). *Sea Gal* lead the parade.

The Fleet received an All American welcome from patriotic Americans waving flags, as the yachts passed by the Rio City Cafe. As the yachts returned down river, a CBS television crew arrived to video tape a special report, which aired on the local evening news. The Color Guard marched down the docks and up the ramps into the Rio Cafe. Chaplain Ickes gave the invocation which was followed by the pledge of allegiance. Debi Borbon read the program which described the honorees and their corresponding awards.



Eslo

Special honors were given to Leslie Tyler, daughter of Lt. Everett Shieven, a pilot that flew the B-24 Liberator and was shot down over Germany in 1943

and was a POW. Leslie's husband accepted the President's commemorative certificate on her behalf. Renee Morgan, daughter of Fire Control Second Class, Louis Hudson, a Silver Star recipient, received a flag that flew over the nation's capitol. The flag was given by U.S. Senator Barbara Boxer. The family of Chong Cheng Yang, who fought as an ally of the US in the Viet Nam war, received a U.S. flag from Jefferson Barracks Veteran's Cemetery.

Taps were played. Eight bells rang and the wreaths were laid on the river. We had hoped for an U.S. Air Force flyover. Unfortunately, they were unable to accommodate our request. As fate would have it, a flock of Canadian geese were flying south and our camera man was right on time. He entitled his photo "The Canadian Air Force".

For pictures go to www.mycya.net



Change for San Rafael Lighted Boat Parade

The Committee for this year's Lighted Boat Parade meet on Wednesday Nov. 4th to discuss plans for the 2009 parade. The committee consisting of representatives from Community Action Marin (the organizer), the San Rafael Yacht Club, the Marin Yacht Club and the Classic Yacht Association, were forced to schedule the parade on Thursday, December 10th. one a of few days in December where the evening tides are high enough to avoid grounding the fleets in the San Rafael canal. While not an optimal schedule I would still like to see a good CYA turnout for this event. Once again Marin Yacht Club has invited us to stay over on their docks and participate with their members in staging the parade. The parade is scheduled to begin at the San Rafael Yacht Club at 1800 hours with club boats falling in behind those of the SRYC.

For applications and parade information e-mail Alan Almquist ajalmquis@yahoo.com. While our boat numbers probably will not come up to those of last year (total >90 boats) it is certainly worth noting that the San Rafael parade was the third largest in the nation following two on the East Coast."

RBOC "Late" Bulletin – Here is a potentially new threat to boat harbors with a title of "Coastal Marina Permit," however, what this really refers to is ALL boat harbors – bay, delta, lakes and reservoirs with a stated objective to control pollutants. The initial cost estimate is \$250,000 per year for each harbor to comply with these proposed regulations. RBOC asks you become familiar with the proposal - State Water Resources Control Board www.swrcb.ca.gov or www.rboc.org, and be ready to act if a Call to Arms issued.

PICYA STUFF

Delta is Threatened !! There is increasingly more political activity to promote the peripheral canal (OK, they have a new name - ie Water Conveyance) but the end result is the same. A "Two Gate Project" is in proposal process. Gates at Old River and Connection Slough do not appear to be boater friendly (to say the least). Once again a "Call to Arms" is asked - please visit www.picya.org or www.rboc.org for an explanation of why these projects are being pushed and who to contact to put forth your opinion. "Our" Bill Wells is a good source of the latest info.



Hiltot II at Walnut Grove

RBOC 2009 President, David Breninger dbreninger@pcwa.net cites boaters response to "Call to Arms" as saving Dept Boating & Waterways (although about half of funds were diverted to other agencies).

Yachting Yearbook 2010 Cover Photo contest - The deadline for one entry for each club to be submitted via the Commodore has been extended to Oct 23rd.

PICYA LOG is published every two months and is also available on line at www.picya.org Articles or dates of club activities are requested - two month lead time is required - send to editor, Johnnie Owen jowen@teal.net . Johnnie is looking for articles and likes photos!

Scholarship winners will be announced at Nov 2 PICYA Awards Dinner meeting.

Wheel Chair Regatta 13th Annual based at the Encinal Yacht Club was held Saturday Sept 26th. The event was well attended by Vets, their families, donated boats & helpers. Donations (tax deductible) for next year can be made to PICYA Wheel Chair Regatta - mail to 1001 Bridgeway PMB 450 Sausalito CA 94965.

Opening Day SF Bay will take place on April 26, 2010 with a theme of "Building Bridges". If you want to help the committee, please contact Linda Breninger, chairperson brenger@suewest.net 916-771-5685.

PICYA Website is much improved and quite up to date www.picya.org. Most signups can be done online! Member club events are listed.

The 18th Commodore's Ball (PICYA) and Installation of Officers will be on January 30, 2010 at the Hilton Garden Inn, 1800 Powell Street, Emeryville. \$65 per person.(\$75 per person after 12/13 to 1/16). Full info on www.picya.org

"Alma Mater" the South Bay YC located in Alviso (north San Jose) hosted a successful "Heritage" Fundraiser on Sept 19th. Maybe someday Alviso will regain its former glory of being a "seaport". As a kid, I remember jumping at full gallop to the top of the levee, now would need an extension ladder to do same. If interested in visiting a "time warp" (100 year old clubhouse) visit www.southbayyachtclub.org

Petaluma Report

(continued from page 3)

extraordinaire! Special mention goes to Shawn Ball, who cooked up an amazing variety of wonderful dishes to share among friends.

The next morning, boats and their boaters slowly pulled themselves together and prepared to embark. For most, the cruise was just beginning, and a weeklong cruise to the Delta lay ahead. Some of us were headed to our homeport. Once again, all of us had a memorable getaway in Petaluma.

From Howard and Kelly Lute



I have had Zulu in dry dock for some time and she is ready to be re-powered but, alas, my time is short

and the time has come to part company with the old girl. I feel that I should leave the re-powering up to the new owner (whomever that is) and so sell her as-is where is. I have NOT bought a new diesel but will have to soon so she can be motored home. She is for sale and on-the-ways in Rio Vista and the price? That is yet to be determined but sufficient to pay the bill at the yard anyway, no profit motive here, she has been a joy to own.
Phone: 707-428-4787

CLASSIC CURRENTS

Steve Kadzielawa, COMMODORE

PLEASE SEND ARTICLES,
PHOTOS OR "For Sale" to:

Alan Almquist
ajalmquis@yahoo.com

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DEADLINE FOR NEXT ISSUE:
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Clothing Coordinator Report (sample ideas - many more items listed on their website)



Port Authority
Pima Cotton Sport Shirt.
\$35.50 each
Product # K448



Port & Company Value
Fleece Vest
Zipper Pull
\$35.50 each
Product JP19



Port Authority 12 pack
Cooler - dimensions
9"w x 9.25"h x 12"d
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unstructured, low profile
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